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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**AGENDA**

**Time:** 9:15 am  
**Date:** Wednesday, 9 December 2015  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Wade-Brown  
Councillor Ahipene-Mercer  
Councillor Coughlan  
Councillor Eagle  
Councillor Foster (Chair)  
Councillor Free  
Councillor Lee  
Councillor Lester  
Councillor Marsh  
Councillor Pannett  
Councillor Peck  
Councillor Ritchie  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**Have your say!**

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

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## **AREA OF FOCUS**

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

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

**Quorum:** 8 members

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## **1 Meeting Conduct**

### **1.1 Apologies**

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

### **1.2 Conflict of Interest Declarations**

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

### **1.3 Confirmation of Minutes**

The minutes of the meeting for the Transport and Urban Development Committee held on 19 November 2015 and the minutes of the meeting for Safer Speeds Subcommittee held on 20 November 2015 will be put to the Transport and Urban Development Committee for confirmation.

### **1.4 Public Participation**

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

### **1.5 Items not on the Agenda**

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

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

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

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

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



## 2. General Business

### **PROPOSED SPEED LIMIT REDUCTIONS: BERHAMPORE, KHANDALLAH, NORTHLAND, NGAIO, WADESTOWN, AND HAPPY VALLEY ROAD**

#### **Purpose**

1. To seek the Committee's agreement to lowering the speed limit from 50km/h to 30km/h in the shopping areas of Berhampore, Khandallah, Ngaio, Northland, and Wadestown, together with an extension of the existing 50km/h area northwards along Happy Valley Road.

#### **Summary**

2. The public consultation carried out in September and October 2015 showed strong community support for the proposed speed limit reductions in all six areas, which are now recommended to the Committee.
3. Key stakeholders including The New Zealand Police, New Zealand Transport (NZTA) and the New Zealand Automobile Association (AA) are generally supportive of lowering the speed limits, subject to the installation of appropriate and safe engineering gateway treatments.
4. The proposed speed limit reductions comply with the criteria specified in the Land Transport Rule: Setting of Speed Limits (2003).

#### **Recommendations**

The Safer Speeds Subcommittee recommends that the Transport and Urban Development Committee:

1. Receive the information.
2. Recommend that it makes a resolution under Part 6 of the Wellington City Consolidated Bylaw to set the speed limits as stated in the tables below on the following sections of road in Berhampore, Khandallah, Northland, Ngaio, Wadestown, and Happy Valley Road.

**Table 1: Proposed speed limit for Berhampore shopping area**

<b>Street</b>	<b>Legal description</b>	<b>Speed limit</b>	<b>Distance</b>
Adelaide Road	From a point 35 metres north of its intersection with Palm Grove to a point 75 metres south of its intersection with Herald Street	30km/h	255 metres
Palm Grove	From its intersection with Adelaide Road to the private section of Palm Grove	30km/h	103 metres
Luxford	From its intersection with Adelaide Road to	30km/h	100 metres

Street	a point 105 metres east of its intersection with Adelaide Road		
Herald Street	From its intersection with Adelaide Road to a point 100 metres east of its intersection with Adelaide Road (to the foot of the steps by 60 and 67 Herald Street)	30km/h	100 metres

**Table 2: Proposed speed limit for Khandallah shopping area**

Street	Legal description	Speed limit	Distance
Agra Crescent	From its intersection with Nicholson Road to a point 60 metres east of its intersection with Ganges Road	30km/h	115 metres
Ganges Road	From its intersection with Agra Crescent to a point 95 metres south of its intersection with Dekka Street	30km/h	200 metres
Dekka Street	From its intersection with Ganges Road to its intersection with Nicholson Road	30km/h	135 metres

**Table 3: Proposed speed limit for Northland shopping area**

Street	Legal description	Speed limit	Distance
Northland Road	From a point 25 metres south of its intersection with Farm Road to a point 115 metres north of its intersection with Randwick Road	30km/h	275 metres
Garden Road	From its intersection with Northland Road (east side) to a point 25 metres east of its intersection with Northland Road	30km/h	47 metres

**Table 4: Proposed speed limit in Ngaio shopping area**

Street	Legal description	Speed limit	Distance
Ottawa Road	From its intersection with Khandallah Road to 255 metres south its intersection with Khandallah Road	30km/h	255 metres
Khandallah Road	From 55 metres north of Colway Street to its intersection with Ottawa Road	30km/h	55 metres

**Table 5: Proposed speed limit for Wadestown shopping centre**

Street	Legal description	Speed limit	Distance
Wadestown Road	From its intersection with Lennel Road to a point 40 metres west of its intersection with Hanover Street	30km/h	273 metres
Lennel Road	From its intersection with Pitt Street and Wadestown Road to a point 30 metres east of its intersection with Wadestown Road	30km/h	30 metres

**Table 6: Proposed speed limit for Happy Valley Road**

Street	Legal description	Speed limit	Distance
Happy Valley Road	From a point 80 metres south of its intersection with Murchison Street to a point 92 metres north of its intersection with Landfill Road	50km/h	435 metres

3. Note the results of the public consultation process to the effect that 391 submissions were received. Table 7 below provides a summary of submissions.

**Table 7: Results of submissions** - Do you believe it is appropriate to reduce the speed limit to 30 km/h as indicated on the map?

Area	Yes	No
Berhampore	133 (82%)	30 (18%)
Khandallah	112 (82%)	25 (18%)
Northland	93 (85%)	17 (15%)
Ngaio	99 (78%)	28 (22%)
Wadestown	118 (86%)	20 (14%)
Happy Valley Road	93 (76%)	29 (24%)

4. Note that the process to change a speed limit as described in both the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, has been followed.
5. Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaws, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Councils Speed Limit Plans cease to have effect.
6. Note that the Subcommittee has requested Officers to consider and report back on potential extensions of some of the 30km/h areas, particularly around Berhampore and Northland centres, and meet with Kenya Street submitters to endeavour to address their traffic safety concerns.
7. Note that the Subcommittee has requested Officers to work with the Urban Design team on opportunities for place-making to support the safer speed zones.

## Background

### Context

5. In June 2009 the Strategy and Policy Committee approved a programme of lower speed limits through 21 of its suburban shopping centres in an attempt to increase the safety of vulnerable road users and reduce the severity of crashes, creating a more pleasant shopping and business environment in these areas.

6. Following this, the speed limit within shopping areas in the following suburbs have been lowered to 30km/h – Thorndon, Hataitai, Te Aro, Island Bay, Kilbirnie, Brooklyn, Kelburn, Miramar, Strathmore and Seatoun. The speed limit through the Newtown shopping area has also been reduced through the Safer Roads programme to 40km/h.
7. On 9 September 2015 the Transport and Urban Development Committee agreed to consult on safer speed limits for the areas of Berhampore, Khandallah, Ngaio, Northland and Wadestown and Happy Valley Road.
8. Public consultation was carried out in accordance with clause 7.1 of the Setting of Speeds Limits Rule. A five week period of community consultation ran from Tuesday 8 September 2015 to Monday 13 October 2015.

### **Setting speed limits**

9. The Land Transport Rule: Setting of Speed Limits (2003) allows road controlling authorities to set enforceable speed limits, including permanent speed limits less than 50km/h, on roads within their jurisdiction.
10. The speed limit bylaw allows the Transport and Urban Development Committee to make amendments to speed limits by way of resolution on all roads under its control and in certain designated locations specified in the Bylaw.
11. The appropriate education, enforcement and engineering measures will be required to coincide with any change to the current speed limit.

### **Process**

12. The process to change speed limits is defined in the Rule and Part 6 of the Bylaws. In summary, the process requires the following:
  - A review of the areas to determine the suitability of the proposed speed limits
  - Consultation with affected parties and stakeholders
  - Formal adoption by the road controlling authority and notification of the changes before the new speed limit takes effect
  - Notification of the changes before the new speed limit takes effect.

### **Traffic surveys (existing and proposed areas) and crash history**

13. Traffic surveys have been carried out to calculate the pre and post implementation speed in the previously implemented 30km/h shopping areas. Through comparison of speed survey data the effectiveness of the speed reduction programme can be determined. The survey results show that top speeds (85<sup>th</sup> percentile) have been reduced by between 1km/h to 4km/h with an average reduction of 1.6km/h based over a 7-day period covering eleven sites. The report concluded that the desired result to reduce the overall vehicle speed through these busy shopping areas has generally been achieved. (Please refer to Attachment 1).

14. The speeds in the 30 km/h areas proposed in relation to the suburban shopping areas have also been sourced and are tabled below:

**Table 8: Current speeds in proposed shopping centres**

Suburb	Street	Pre 30kph		
		85th % Speed (Km/h)	Mean Speed (Km/h)	Survey Date
Northland	Northland Road	38	31	June 2012
Ngaio	Ottawa Road	44	38	July 2013
Khandallah	Agra Crescent	34	28	Nov 2012
	Ganges Road	40	32	Nov 2012
	Dekka Street	44	37	Nov 2012
Wadestown	Wadestown Road	37	32	June 2013
Berhampore	Adelaide Road	42	34	June 2014
	Luxford Street	49	44	June 2014

15. This table shows 85% speeds with a range between 4 km/h and 19km/h in excess of 30km/h in these current 50km/h areas. The mean speeds range is -2 km/h to + 14 km/h in excess of 30 km/h.

**Table 9: Reported crashes between 2007-2013 in the proposed 30 km/h zones are shown in the following table.**

Zone	Total	Pedestrians	Cyclists
Berhampore	28(4)	9	4
Khandallah	7	4	2
Ngaio	16(1)	1	2
Northland	10(2)	1	2
Wadestown	7(2)	3	0

Note: Figures in brackets ( ) indicate number of Serious crashes

### Social costs of crashes

16. Table 10 shows the social cost of injury crashes in the existing 30 km/h zones before and after the implementation of the 30 km/h speed limits including the surrounding areas which would be reasonably affected by the speed limit changes. (Please refer to Attachment 2).

Reference: Ministry of Transport New Zealand Government publication - *Social Cost of road crashes and injuries 2014 update (December 2014)*

**Table 10: Social cost of injury crashes in the existing 30km/h zones**

3 year period	Injury crashes	Social costs

2007-2009	105 (20)	\$11,758,500
2012-2014	42 (11)	\$6,043,500
PERCENTAGE CHANGE Between 2007/09 and 2012/14	-60%	-49%

Note: Figures in brackets ( ) indicate number of Serious crashes. Fatal crashes are costed as serious

Both the crashes and social costs show a 60% and 49% reduction respectively.

### Perception survey of current 30km/h areas

17. A survey carried out in October 2015 to measure the public's perception of the previously lowered speed limits in shopping areas has reflected continued public support. Respondents are largely in agreement that a 30 km/h speed limit makes shopping areas safer for pedestrians, vehicles and cyclists. More than 8 in 10 (81%) agree that the 30 km/h speed limit makes these shopping areas safer for pedestrians, while 64% agree that it does so for vehicles and 72% agree that it does so for cyclists. (Please refer to Attachment 3).

### Speed and crash severity relationship

18. Research has shown that by reducing speed limits to 30km/h the likelihood of a pedestrian being seriously injured when hit by a car travelling at 30km/h is significantly less than a pedestrian being seriously injured when hit by a car travelling at 50km/h. Small reductions in speed improve the chances of survival.
19. Another factor affecting the severity of crashes is how long it takes a vehicle to stop. A car travelling at 50km/h takes approximately 28 metres to stop. A car moving at 30km/h will only need 13 metres to stop. The 12 metre difference in stopping distance can be compared to the standard length of a bus. These distances are based on a fast reaction and dry asphalt braking surface.
20. Road safety experts agree that the faster the traffic the harder it is for a cyclist or pedestrian to judge a safe crossing time and a 50km/h speed limit is too high for shopping areas where a lot of people walk and cycle.

### Impact of lower speed limits

21. The impact on journey times is small in terms of travel time. For example, the travel time difference over 275 metres, which equates to the longest road length affected by reducing the speed from 50 km/h to the proposed 30 km/h is 13 seconds. Similarly, the travel time difference over 435 metres on Happy Valley Road, which equates to the road length affected by reducing the speed from 70 km/h to the proposed 50 km/h is 9 seconds. Overseas evidence shows that in an urban environment, journey times are influenced more by the amount of time stopped or slowed at intersections, pedestrian crossings, traffic signals etc. rather than the speed limit.
22. The cone of vision or sight from a driver's eye is considerably wider at slower speeds, providing drivers with greater peripheral vision and the ability to react faster to pedestrian, cycle and vehicle movements.

23. The 30km/h schemes are all low cost schemes in busy shopping areas and assist to keep suburban centres alive by creating a slower speed safer environment.
24. Crash studies show good benefits in terms of crash reduction and social costs as detailed in point 8.

### **Cycling benefits**

25. Slower speeds with the introduction of lower speed limits are a good means to make the roads safer for cyclists as well as pedestrians and vehicles. An analysis of the crash statistics has shown for our existing 30km/h speed limit areas, there has been a reduction of five cycle related crashes down from 15 when comparing the 2007-2009 data (pre-30km/h) with 2012-2014 data ( post 30km/h). (Please see Attachment 2 - Table 5)

### **Discussion**

26. With the introduction of speed limit restrictions in shopping areas, slower speeds are a good way to create environments where people feel safe to walk, cycle and socialise and assist in building a stronger sense of community and belonging. These aspects were captured in the submission comments from the public consultation carried out in September/October 2015.
27. Officers have tallied the submissions for each of the six areas and have represented these in graphs along with a summary of comments made by submitters for each area. The graphs are categorised as follows:

**Yes** – submitters agreed with the entire proposal and support the speed limit being reduced

**Yes but extend the proposed section** – submitters agreed that the speed limit should be reduced and also suggested extending the proposed area

**Yes but to 40km/h in shopping areas or 60km/h on Happy Valley Road**

**Disagree** – submitters were against the entire proposal to reduce the speed limit.

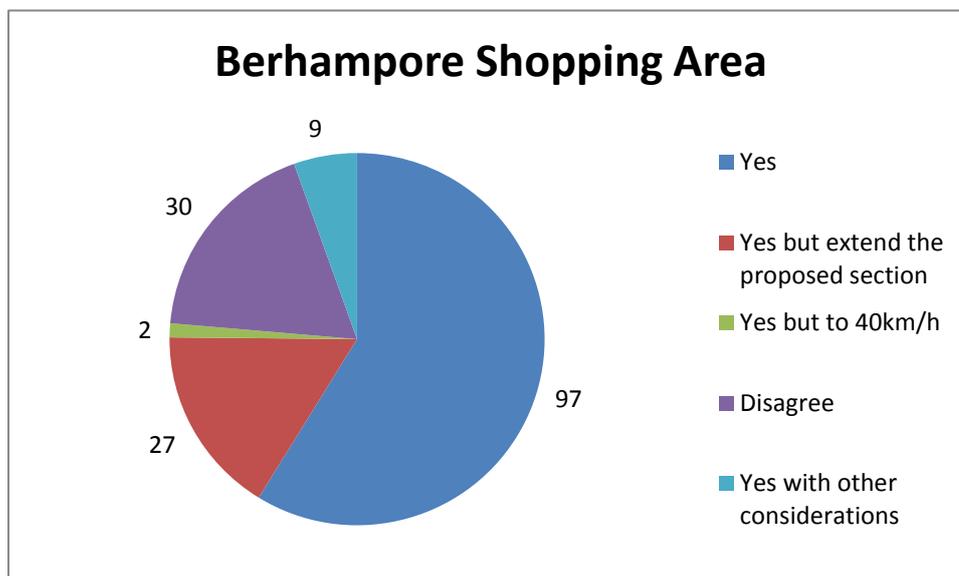
**Yes with other considerations** - submitters agreed with the proposal to lower speed limit but alongside other considerations to reduce speed, including the use of traffic calming.

### **Berhampore Shopping Area**

28. A total of 165 submissions were received. A summary of the submissions is shown in the graph below.

#### **Summary of response to question asked in the consultation:**

Do you believe it is appropriate to reduce the speed limit in the Berhampore shopping area to 30km/h as indicated on the map?



A summary of comments made by the 97 submitters that are in favour are:

- Support lowering the speed limit as proposed as lots of children cross Adelaide Road to get to and from school, the phasing of the lights is uneven, which creates confusion for some pedestrians, motorists frequently cross the intersection on orange and red signals and a lower speed limit will also make it easier and safer for motorists to park on Adelaide Road.
- Adelaide Road is dangerous with its present speed limit of 50kph. There are not enough crossings and the one crossing is insufficiently marked.
- It would make it safer as well as more conducive to a connected community. We have had many near misses at the pedestrian crossing as cars speed through the lights there. It is a good idea to slow it all down.
- The children walking/scooting to school on the same roads warrants lowering the speed limit. This will ensure they are safe and can continue to keep up these healthy habits.
- I regularly cycle and visit the cafes, restaurants and shops, and believe it will improve the aesthetics of the area, as well as the safety.

A summary of comments made by the 30 submitters that are against are:

- This is a major thoroughfare and reducing the speed limit will cause traffic jams.
- Adelaide Road is a major arterial route and the speed limit should not be reduced as it would slow traffic flow unnecessarily and give pedestrians a greater sense of

security and so encourage them to walk in front of vehicles in greater numbers, as is already happening in other areas where the limit has been reduced.

- Legislating to change the authorised limit to 30 km/h is not going to change the number of accidents. If pedestrians/drivers show more awareness of their surroundings, accidents would not happen.
- This is a traffic transit area, changing the speed limit confuses motorists and slows the flow of the traffic leading to a bigger build-up of traffic and more congestion.

Comments made by the 27 submitters that answered 'Yes but extend the proposed section' are:

- Area should go near the school zone as well, to include the pedestrian crossing on Britomart Street (5 submitter).
- Extend onto Britomart Street past the intersection with Stanley Street (10 submitters).
- Continue further south along Adelaide Road to the corner of Chilka Street (2 submitter).
- Extend from Adelaide/Chilka pedestrian, Stanley and Britomart corner down to Adelaide, Berhampore shops area. Luxford Street to Rintoul Street corner to include Berhampore Schools (1 submitter).
- Extend from MacAlister Park to Wakefield Park on Adelaide Road, up to Britomart Street to beyond Stanley Street and to SWIS on Rintoul Street (2 submitter).
- Extend along the length of Adelaide Road from Dover Street where it meets The Parade (1 submitter).
- Include lower end of Britomart Street that connects to Adelaide Road (2 submitter).
- Include zebra crossing across Adelaide Road linking Herald Street and Britomart Street on the northern part of these roads (1 submitter).
- Extend eastwards up Britomart up to the Berhampore School, southward until past the Centenary flats and Northward until MacAlister Park (1 submitter).
- Extend to the full length of Luxford Street and along Rintoul Street to the intersection of Waripori Street (2 submitter).

Comments made by the 9 submitters that answered 'Yes with other considerations' are:

- Consider altering Adelaide Road in some way, such as adding low speed cushions.
- Not enough crossings, the one crossing is insufficiently marked and it needs lights.
- Speed humps on Stanley Street and a new bus stop at 500 Adelaide Road.
- Fund some decent size package of roading and road side features and amenities to reinforce our 'Berhampore Village' suburban identity and to build a sense of 'destination over thoroughfare'.
- Support installation of raised crossings and better lighting.
- Traffic calming measures, a "welcome to Berhampore" sign and beautification of the town centre.
- Better provisions for pedestrians crossing Adelaide Road at the Berhampore shops.
- A cross walk is needed near Wakefield Park so people can cross safely to the park.
- Street lighting needs intensifying and directional signs to the surrounding suburbs installed.

Submitters were also given an opportunity to have their submission heard and 6 chose to do so. Submissions were presented to the Safer Speeds Subcommittee on Thursday 29 October 2015 by:

Chloe Bisley (as an individual):

- Extend the 30km/h speed limit along the length of Adelaide Road from Dover St where it meets The Parade.

Mark Potter (on behalf of Berhampore School):

- Extend the 30km/h speed limit up Britomart St to Stanley St to include school pedestrian crossing.
- Proposal would give Berhampore a sense of place with slower moving traffic.

Steve Cosgrove (as an individual):

- Helps bring people in touch with the environment and appreciate the city.
- Increases safety and gives permission for motorists to drive at slower speeds without adverse reactions from other road users.

Margaret Dick (as an individual):

- Extend 30km/h further along Adelaide Rd as she has issues backing out of her house while traffic is travelling at 50km/h.
- Would like a bike track through Berhampore.

Peter Frater (as an individual):

- Extend 30km/h to include the lower section of Britomart Street from Adelaide Road to Stanley Street to include the school zone.
- Include intensifying the street lighting, and placing signs to indicate you are in Berhampore and directing traffic to surrounding suburbs.

Scott Metcalf and Liz Springford (as individuals):

- Strongly support the safer 30km/h speed limit which will encourage more walking and cycling in the area.
- Extend southwards to the Wakefield Park area to the start of the new Island Bay Cycleway, and perhaps extending northwards to MacAlister Park.
- Extend limit northwards along Adelaide Road.
- Will create a more people-friendly space and safer for children to walk and scoot to school.

**Officer's response to comments for Berhampore Shopping Area:**

Extending the 30km/h speed limit up Britomart Street to Stanley Street to include school pedestrian crossing is not included in the current 30 km/h, as this road is not associated with the suburban shopping centre. Britomart Street is covered by Child Active Warning signs that operate in the am and pm school entry and leaving school times, which promote at these specific times, warning to drivers and heightens awareness to the presence of school children adjacent to and crossing the road.

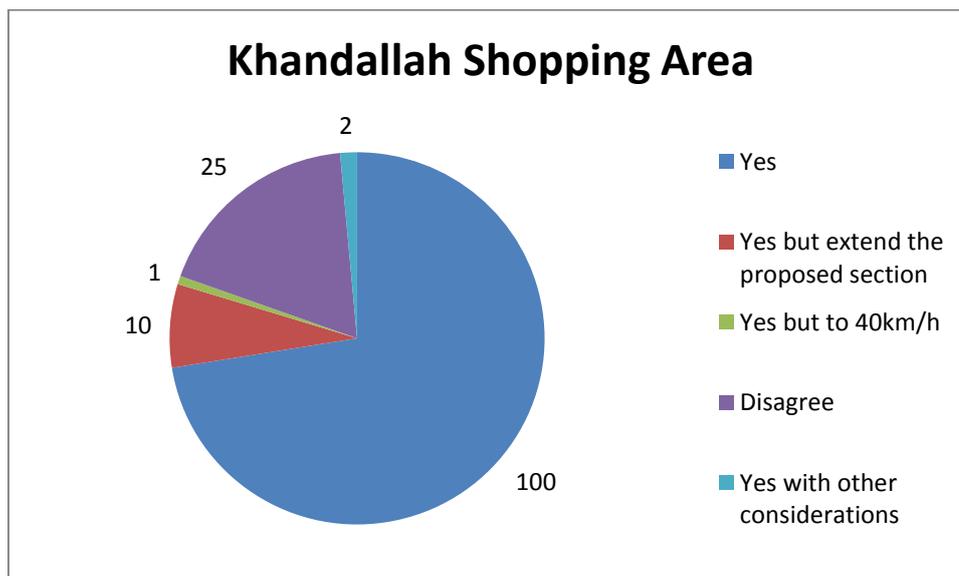
In comparison, the 30km/h limit was extended beyond the Kelburn Shopping Centre to include the school and there are subsequently non-compliance speeding issues. Traffic speed data on Britomart Street collected in June 2014, 40 metres west of Adelaide Road, showed 85% and mean speeds of 39 km/h and 33 km/h respectively. These speeds are well below the current 50km/h speed limit. Crashes over a five year period indicate one pedestrian related non-injury crash on Britomart Street between Stanley Street and Adelaide Road.

**Khandallah Shopping Area**

29. A total of 138 submissions were received. A summary of the submissions is shown in the graph below.

**Summary of response to question asked in the consultation:**

Do you believe it is appropriate to reduce the speed limit in the Khandallah shopping area to 30km/h as indicated on the map?



A summary of comments made by the 100 submitters that are in favour are:

- Seems sensible where there are high numbers of pedestrian movements.
- Agree that most responsible drivers already reduce their speed to about 30kmh so new limit will just act as a reminder to visitors and speedsters.
- It will slow the buses down as they head down Ganges Road towards the village.
- Lower speeds make walking and crossing roads a much more pleasant experience and will contribute to the urban village vibe in Khandallah.
- Speed limit reductions have the potential to save lives and generally make this area safer for pedestrians, cyclists and drivers.

A summary of comments made by the 25 submitters that are against are:

- This is an area where nobody drives faster than that anyway so the change will make no difference.
- Have never seen speed in excess of 50km/h in areas proposed for a reduction.
- Unnecessary due to Ganges Road already having raised areas to slow down traffic.
- The configuration of the roads proposed for speed reduction is such that current vehicles speeds are almost always less than 30km/h.
- Lowering the speed will have minimal impact on accidents I suspect. The issue to me seems one of driver ability.

- Imposing a lower limit will not make a difference other than to discourage people to drive to conditions. If council tells us what to do we need not think for ourselves. Six more signs = visual pollution.
- For most of the day drivers drive slowly through the area. Moreover there are speed bumps on Agra and limitations on Ganges one way system.

Comments made by the 10 submitters that answered 'Yes but extend the proposed section' are:

- Extension of Dekka Street through intersection to Clutha Ave for 60 metres (2 submitters).
- Include part of Nicholson Road between the intersections with Agra and Dekka Streets (2 submitters).
- Apply to the full length of Ganges Road to Everest Street (2 submitters).
- Full length of Nicholson Road from Agra Crescent to Everest Street (1 submitter).
- Extend it over all of Ganges Road (2 submitters).
- Extend from junction of Station Road, Cashmere Avenue and Delhi Crescent and Agra Crescent (1 submitter).

Comments made by the 2 submitters that answered 'Yes with other considerations' are:

- Clutha Avenue needs to have speed bumps or reduced speed limit.
- A raised area on the corner of Dekka Street and Nicholson Road.
- Reduce area closer to shopping centre, omit Dekka Street.
- Roundabout dissecting Khandallah Road/Awarua Street and Ottawa Road requires judderbars/sleeping policemen.
- Put in a roundabout at the intersection of Nicholson Road and Dekka Street.

Submitters were also given an opportunity to have their submission heard and 1 chose to do so. Submissions were presented to the Safer Speeds Subcommittee on Thursday 29 October 2015 by:

Ron Gall (as an individual):

- Opposes lowering the speed limit in Khandallah.
- Drivers cannot reach 50km/h as the road layout and traffic calming measures already in place does not allow this.

**Officer's response to comments for Khandallah Shopping Area:**

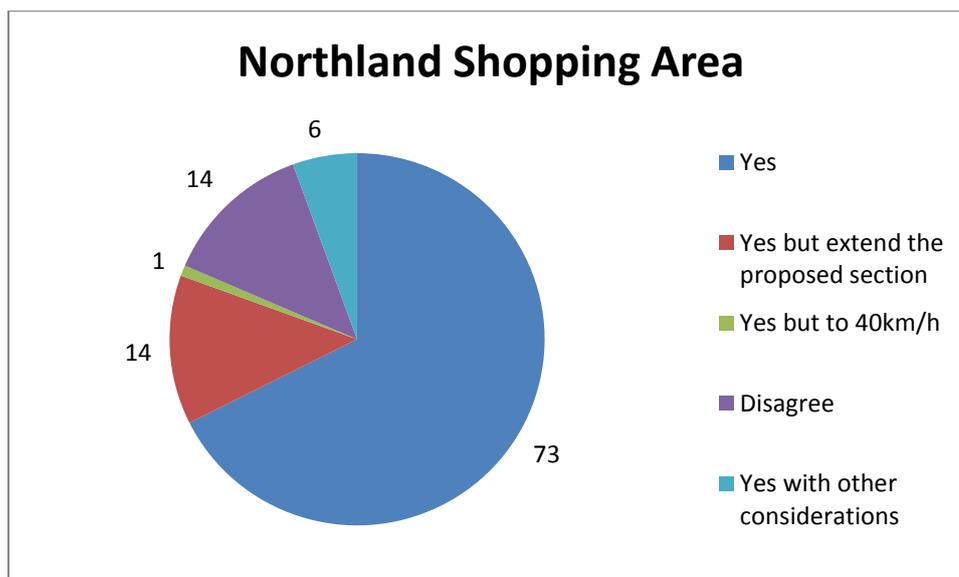
30km/h is being promoted for all the 21 suburban shopping centres and Khandallah and the immediate surrounds to the busy shopping centre should be included. This is a consistent approach throughout the Wellington City Council area and provides a legible, consistent and legally enforceable environment.

**Northland Shopping Area**

30. A total of 108 submissions were received. A summary of the submissions is shown in the graph below.

**Summary of response to question asked in the consultation:**

Do you believe it is appropriate to reduce the speed limit in the Northland shopping area to 30km/h as indicated on the map?



A summary of comments made by the 73 submitters that are in favour are:

- That strip is pretty hectic with pedestrians/cars picking up takeaways, and due to the layout of parking it's pretty hard to see pedestrians between cars.
- The Northland shops are becoming a vibrant community centre and this will make them more accessible to all modes of transport.
- As the shopping areas are quite congested, and there are also pedestrian crossings, I believe a reduced speed limit will improve the safety of the shopping

area. I often find I need to slow down anyway as there are a lot of cars parked on both sides of the road, and right next to the crossing which limits visibility.

A summary of comments made by the 14 submitters that are against are:

- This stretch of road is not dangerous but is a major thoroughfare. All this will do is cause traffic delays but won't make a single bit of difference as to the safety.
- This is a traffic transit area, changing the speed limit confuses motorists and slows the flow of the traffic leading to a bigger build-up of traffic and more congestion.

Comments made by the 14 submitters that answered 'Yes but extend the proposed section' are:

- Extend to Garden Road along its entire length (2 submitters).
- Extend to include the portion of Northland Road outside Northland School (2 submitters).
- Extend as far along Northland Road as the intersections of Northland Road and Kaihuia Street and Military Road (2 submitters).
- Extend from Farm Road to 68-70 Northland Road (1 submitter).
- Extend to the south to Northland Tunnel (1 submitter).
- Extend to side roads off Northland Road (1 submitter).
- Extend the 30km to the entire length of road. Include Orangi Kaupapa Road between Northland Road and Garden Road, extend to Creswick Terrace and Curtis Street. Also extending to Randwick Road with Curtis Street and the fork in Creswick Terrace and the intersections of Northland Road with Northland Tunnel Road and Glenmore Street, and Putnam Street (1 submitter).
- Extend further down Garden Road than currently shown and should extend along the entire length of Farm Road (1 submitter).
- Extend further north on Northland Road, to about 20m or so south of the intersection with Woburn Road. Also extend further south to the southern entrance to Northland tunnel (1 submitter).

Comments made by the 6 submitters that answered 'Yes with other considerations' are:

- Zone would benefit from a raised platform, cobbled section or some other tactile road treatment at the entry and exit to the safe speed zone.

- More yellow-lined areas need so traffic can move smoothly on Garden Road.
- Should not be a car park on the Northland shops side, right next to the pedestrian crossing.
- Inclusion of one or two speed bumps around Northland shops, particularly near the pedestrian crossing.
- Include something on or around the traffic island adjacent to the old fire station to physically prevent cars parking on it.
- Need better pedestrian crossing place on Northland Road near the end of Farm Road.

Submitters were also given an opportunity to have their submission heard and 3 chose to do so. Submissions were presented to the Safer Speeds Subcommittee on Thursday 29 October 2015 by:

Wayne Newman (Creswick Valley Residents' Association):

- Strongly supports reducing the speed limit in Northland.
- Extend the 30km/h speed limit through entire length of Garden Road.
- Extend the 30k/h to the south and west of the intersection of Northland Road and Pembroke Road, to the intersection of Randwick Road with Curtis Street; and the short link between Putnam Street and Northland Tunnel Road.
- No crossing to serve pedestrians coming from upper Creswick Terrace and Putnam Street, or Farm Road, and crossing to continue down Northland Road.
- Shopping area may function better as a shared zone at 20km/h.
- Limiting the 30km/k speed limit to only on Northland Road and first 25 metres of Garden Road will be an explicit statement that the Council regards speeds of up to 50km/h on surrounding streets with challenging road geometry as appropriate and safe.

John Niland (as an individual):

- Extend the 30km/h from Farm Road to 68-70 Northland Road as concerned with safety at the intersection of Randwick Road for some time.
- Locals would like to see speed restrictions near the Northland Tunnel.
- Raised pedestrian crossing or use of tactile material to slow drivers down on Randwick Road.
- Clear signage is required.

- Keep the boundaries tight around the village so people do not forget they have entered into a slower zone.

Steward McKenzie (as an individual):

- Extend 30km/h along the entire length of Garden Road, a dangerous road with high traffic volumes.
- Additional physical measures are required to ensure a 30km/h speed will be achieved and maintained, such as texturised pavement treatments and materials, raised pedestrian crossings, building outs and planted areas, speed cushions.
- Advisory signage and visual cues, as well as 'children around' signs.
- Lower limits knock top speeds down.
- Seize opportunity to grow suburb and make it a more attractive place to socialise.

**Officer's response to comments for the Northland Shopping Area:**

Extending the 30km/h is outside the bounds of the suburban shopping centre where there is expected to be a higher concentration of pedestrian users throughout the day other than the morning and evening 30-45mins associated with the school users.

Red antiskid surfaces will be used at the entry points and midblock as required, together with entry and exiting 30 km/h signs.

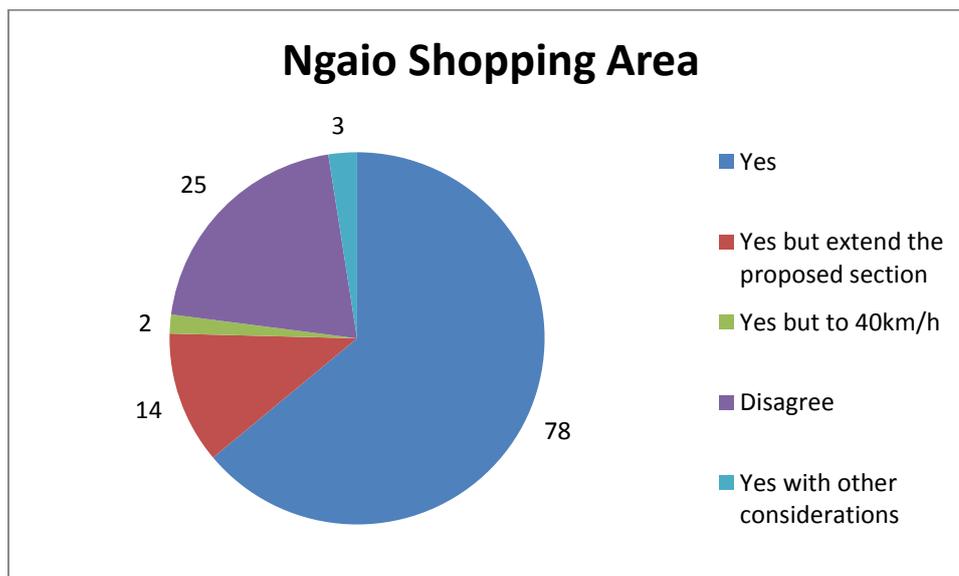
Garden Road concerns will be addressed by undertaking a crash reduction study and appropriate action will be undertaken.

**Ngaio Shopping Area**

31. A total of 122 submissions were received. A summary of the submissions is shown in the graph below.

**Summary of response to question asked in the consultation:**

Do you believe it is appropriate to reduce the speed limit in the Ngaio shopping area to 30km/h as indicated on the map?



A summary of comments made by the 78 submitters that are in favour are:

- Excellent idea. There have been near-misses on the zebra crossing on Khandallah Road near Colway Street every day.
- This street can be a racetrack. There is a school, kindy, pedestrian crossings and library which generate hazards that a lower mandatory speed limit would mitigate.
- This is a very busy location with primary schools, busy library, town hall, bus stops and people on foot and in cars travelling to the train station all with in a very small area.
- Any way to make it friendlier for people on bikes (encourage good behaviour) would be good at the same time.

A summary of comments made by the 25 submitters that are against are:

- Strongly object to lower speed limit over a 24 hour period. Perhaps a speed limit reduction from 09:00 ~ 17:00 may be reasonable.
- There are already traffic lights and roundabouts to slow traffic at peak times. What you propose is senseless as it will serve to slow traffic at off peak times when there is no reason they should be slowed. Roads are there to facilitate transportation not to impede it.
- Speed of traffic is self-regulated according to density. 50 kph is suitable restriction covering 100% of the time. The roundabouts and traffic density keep speeds safe.
- 50 km/h is appropriate. There are roundabouts and traffic lights that slow the traffic sufficiently. 30 km/h would delay traffic unnecessarily.

- Road has one pedestrian crossing, one signalled crossing, and two roundabouts. Crossing is easy. Speeds are already less than 50km/h.

Comments made by the 14 submitters that answered 'Yes but extend the proposed section' are:

- Extended south to include the Ngaio Town Hall and library (7 submitters).
- Extend up Awarua Street past the train station (1 submitter).
- Extend up the first part of Awarua Street and through past the other Ngaio roundabout (1 submitter).
- Extend to just past the crossing on Waikowhai Street, extending along Crofton Road to include the shopping areas on Crofton Road and to end at approximately the intersection of Crofton Road and Kenya Street (2 submitters).
- Extend zone north towards Tarikaka Street (2 submitter).
- Make larger to cover further up Khandallah Road, up to the next roundabout turn off to Khandallah shops (1 submitter).

Comments made by the 3 submitters that answered 'Yes with other considerations' are:

- Like to see safer road crossing system in place at the bottom of Colway Street for the primary school children at Ngaio School. Urgent need to make Colway Street and Ngatoto Street parking on one side of the street only.
- Additional zebra crossing close to the library.
- A traffic light installed on Crofton Road at the pedestrian crossing between where Abbott and Kenya intersect with Crofton Road.
- Slower speed limit should be accompanied by electronic speed sign, rather than just a 30km sign. Flashing sign at end of Khandallah Road and one coming up Ottawa Road from the south.

Submitters were also given an opportunity to have their submission heard and 1 chose to do so. Submissions were presented to the Safer Speeds Subcommittee on Thursday 29 October 2015 by:

Lizzie Chambers and Kerry Betteridge (on behalf of Ngaio residents):

- Support for the proposal in both Ngaio, provided that the return to 50km/h does not occur outside the library in Ngaio.
- Strong support by Ngaio residents to extend the proposal to include Crofton St and Kenya St and consider Ngaio village as a broader area.

- Link the speed reduction with traffic calming measures that lower speeds.
- Introduce more signage.
- Requirement for traffic calming measures on Kenya Street.

**Officer's response to comments for Ngaio Shopping Area:**

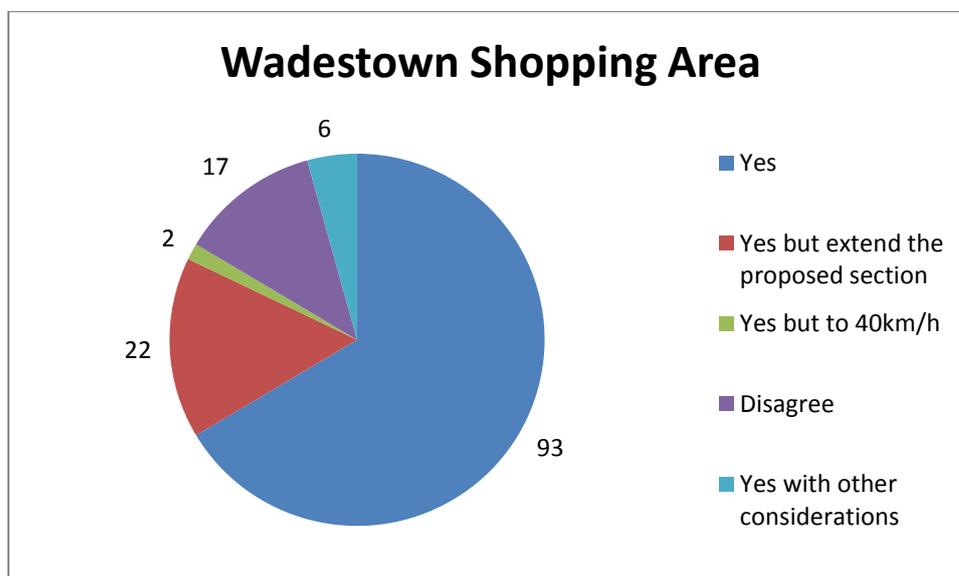
We cannot extend the 30km/h area with current proposal. It is not the Council's policy to traffic calm Principal routes. We rely on the entrance features and repeater 30 roundels painted on the road to remind drivers of the speed limit.

**Wadestown Shopping Area**

32. A total of 140 submissions were received. A summary of the submissions is shown in the graph below.

**Summary of response to question asked in the consultation:**

Do you believe it is appropriate to reduce the speed limit in the Wadestown shopping area to 30km/h as indicated on the map?



A summary of comments made by the 93 submitters that are in favour are:

- It is not safe for many reasons to go fast through this area. There is a blind crest, intersections on blind corners, an awkward u turn into Cecil Rd and shops, crossings, school kids and bus stops.
- This will make it safer for pedestrians, particularly school children crossing Wadestown Road to get up to Wadestown school via the path from Marquis Street.

- There are a number of difficult turns along this stretch with limited visibility, and lower speeds should improve safety.
- A speed reduction would be a positive move as a lot of children walk to/from school and play at the playground in this area. Sunstrike and a windy/hilly road can be a hazard.

A summary of comments made by the 17 submitters that are against are:

- There is not a speeding problem in this area and the road is a major thoroughfare. All you would achieve is to needlessly slow traffic and cause people delays.

Comments made by the 22 submitters that 'Yes but extend the proposed section' are:

- Extend area to outside the Wadestown library to include the pedestrian crossing (12 submissions).
- Extend to include the Sefton Street / Lennel Road intersection (4 submissions).
- Extend beyond Leslie Street by about 50 metres (2 submissions).
- Include Oban Street between the intersection of Highland Crescent and to Lennel Road (1 submission).
- Include Cecil Road as it passes Weld Street and Mairangi Road near the Wadestown School (1 submission).
- Extend up Cecil Road (1 submission)
- Include Wadestown School and Wadestown Side School (1 submission).

Comments made by the 6 submitters that answered 'Yes with other considerations' are:

- Speed humps, especially on blind corners, especially the section above the library and pedestrian crossing.
- Lennel Road/Moorhouse Street needs better signage to slow down.
- Disallow parking near the pedestrian crossing near the dairy.
- More signage around school to alert motorists of children.
- Require road markings to indicate speed restriction rather than notices/signs.
- Consider putting in one or more of the big round mirrors at intersection of Pitt Street, Wadestown Road and Lennel Road.

Submitters were also given an opportunity to have their submission heard; however none chose to do so for the Wadestown shopping area.

**Officer's response to the comments for Wadestown Shopping Area:**

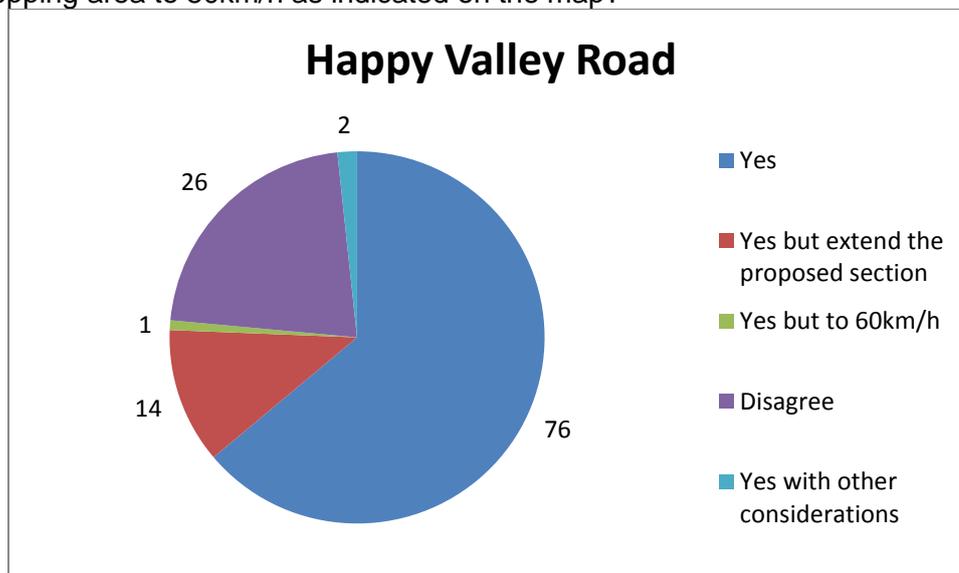
We cannot extend the 30km/h area with current proposal. It is not the Council's policy to traffic calm Principal routes. We rely on the entrance features and repeater 30 roundels painted on the road to remind drivers of the speed limit.

**Happy Valley Road**

33. A total of 119 submissions were received. A summary of the submissions is shown in the graph below.

**Summary of response to question asked in the consultation:**

Do you believe it is appropriate to reduce the speed limit in the Happy Valley Road shopping area to 50km/h as indicated on the map?



A summary of comments made by the 76 submitters that are in favour are:

- This is part of a very popular cycling route and would appreciate safer over-taking speeds.
- It is appropriate for the speed to reduce once south of Landfill Road where the nature of the surroundings returns (if travelling north to south) from a free flowing commercial/industrial area to a suburban area.
- Trying to enter into Rarangi Way and exit is made difficult due to speeding drivers. Witnessed many near miss accidents. Crossing over the road to catch the bus is a major issue for our kids.

- If the camping ground proposal is going to go ahead then it makes a lot of sense for the safety of campers pulling out.
- The area is getting more built up with more houses in this area. This equals more people and more kids around to cross these roads. This is a great long term solution.

A summary of comments made by the 26 submitters that are against are:

- There are already multiple speed limits on this road and it is confusing enough. Adding another will make the road more dangerous rather than safer.
- Happy Valley Road is a major arterial route and the speed limit should not be reduced as it would slow traffic flow unnecessarily and give pedestrians a greater sense of security and so encourage them to walk in front of vehicles in greater numbers.
- This seems like nothing more than lowering limits for the sake of it, or potentially to allow the collection of speeding fines.
- It is simply not required. On any stretch of this road there are only houses on one side, and only a very few houses with road frontages.
- If it isn't broken then why fix it?
- This is an important arterial route, and the proposed new speed limit will just slow down traffic for no good reason.

Comments made by the 14 submitters who answered 'yes but extend the proposal' are:

- Make entire road 50km/h (13 submitters).
- Support the 50km zone spreading even further down the road, potentially past the residential area (1 submitter).

Comments made by the 2 submitters who answered 'yes with considerations' are:

- Install large mirror for turning right out of Rarangi Way onto Happy Valley Road.
- Requires appropriate signage and road markings immediately outside Owhiro Bay School and Kindergarten

Submitters were also given an opportunity to have their submission heard and 4 chose to do so. Submissions were presented to the Safer Speeds Subcommittee on Thursday 29 October 2015 by:

Roderick Boys (as an individual):

- Supports the proposal as he has experienced 3 'very near' misses while cycling along Happy Valley Road in the last 6 months.
- Extend the 50km/h speed limit to the entire length of Happy Valley Road – partial reduction will do nothing for improving safety on this road north of Landfill Rd as traffic 'feels permitted' to travel faster in the adjacent zones as the 70km/h is coming up.

Derek Robertson (as an individual):

- Supports reducing the speed limit to 50km/h on the proposed portion of Happy Valley Road due to the presence of a school and kindergarten in the area immediately to the south of Murchison Street.
- There is limited visibility for traffic turning from Murchison Street on to Happy Valley Road and encounter fast moving traffic, and issues with south-bound traffic turning right from Happy Valley Road into Rarangi Way.

Peter Carter (as an individual):

- The existing 50km/h speed limit should remain and should change to 60km/h up to where it meets Ohiro Road. This would create less confusion and a better compliance by drivers.

Brian Burrell (as an individual):

- Fully support the reduced lower speed proposal.
- Extend the 50km/h speed limit all the way down Happy Valley Road.

**Officer's response to comments for Happy Valley Road:**

50 km/h will significantly improve safety and entry and exiting movements at side roads. Other points are noted and will be monitored.

The Council propose to install a Driver Speed Feedback signs at or just inside the reduced speed limit boundary north of Landfill Road directed at southbound traffic to reinforce the new speed limit of 50 km/h.

**Organisation submissions on all areas - Berhampore, Khandallah, Northland, Ngaio, Wadestown, and Happy Valley Road**

34. The following organisations made written and oral submissions:

Jude Ball (on behalf of Public Health Association, Wellington Branch):

- Strongly support reducing the speed limit in all six areas and making Wellington a child friendly city.
- Parents are more likely to let their children walk, bike or scooter where traffic speeds are lower. More trips on foot and by bike in suburban areas may

significantly reduce suburban traffic congestion, especially around schools at peak times.

- Shopping areas can be used as shared zones creating social spaces with slower traffic moving through them.

Patrick Morgan (on behalf of Cycling Advocates Network):

- Supports proposal- it can relieve congestion by making it safer to encourage people to want to walk and bike.
- Safer speeds often need accompanying physical works, use signage, street furniture.
- 30km/h is the right speed in all shopping areas.
- 30km/h is world best practice in urban and shopping areas.
- Bringing down the average speeds brings down the top speeds too.
- Create more people friendly places and make areas more attractive to general public.

Andy Gow (on behalf of Cycle Aware Wellington):

- Supports a lower speed limit in all areas, particularly Berhampore which has the highest injury rate of the proposed areas.
- Proposals are in line with WCC cycling framework.
- Extend 50km/h to the entire length of Happy Valley Road.

Ellen Blake (on behalf of Living Streets Aotearoa):

- There is good evidence to show that lower speeds equal lower crash rates.
- Strongly supports the reduction in speed limits for all six areas.
- Consider using other traffic calming devices in conjunction with lowering the speed limit.
- Extend the boundaries in Berhampore to include Britomart St.
- Extend the boundaries in Happy Valley Rd to the beach.
- Integrate other areas and standardise lower speeds around schools.

**Officer's response to all areas - Berhampore, Happy Valley, Khandallah, Northland, Ngaio, Wadestown:**

General acknowledgement of points raised, other than boundary extensions which are not possible with the current consultation that has been undertaken.

Speed boundary features will be similar to current 30km/h areas and have shown to achieve reduced speed and crashes. When comparison of before and after speed limit implementation. Lower speed limits around schools (up to 40 or 30 km/h) not currently promoted by Wellington City Council. Traffic congestion at school times makes speeds greater than 30 km/h not generally possible. Possible advantages could however occur at the fringes, eg, 8.30 to 8.45 am and 3.15-3.30pm when the majority of pupils have departed and congestion is less and speeds are higher.

**Conclusion**

35. Bringing the legal limit down to 30km/h in the Suburban Shopping Centres and to 50 km/h on Happy Valley Road will reduce the high end speeds of motorists, reduce the severity and incidence of crashes with little effect on travel time and productivity and therefore inconvenience for most drivers. The benefits of lowering speeds limits include a reduced number of crashes, an improvement in pedestrian and cyclist safety and encourages more walking and cycling.
36. Consultation as required under the speed limit setting rule and bylaw including ability for submitters to be heard by a Subcommittee has been undertaken. The public consultation indicated strong community support for lowering speeds in all six areas.
37. There were no issues raised through the consultation process that would give reason to not approving a safer speed limit for each of these areas.

**Next Actions**

38. If the Transport and Urban Development Committee approve these speed limit changes, it is expected that implementation will take place in February and March 2016. These works will be funded from the 2015-2016 Minor Road Safety Budget (CX171).

**Attachments**

Attachment 1.	Pre and post speed data within existing 30km/h speed limit zones	Page 34
Attachment 2.	Bullen Consultancy Report - 30km/h Speed Limit Suburban Shopping Centres - Performance Review 2007-2014	Page 35
Attachment 3.	Neilsen Report - 30km/h Speed Limit Perception Survey	Page 52
Attachment 4.	Aerial Maps of the proposed speed limit changes	Page 75

Authors	Lindsey Hill, Project Coordinator Charles Kingsford, Principal Traffic Engineer
Authoriser	Anthony Wilson, Chief Asset Officer

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## **SUPPORTING INFORMATION**

### **Consultation and Engagement**

Public consultation ran from 8 September to 13 October 2015.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

### **Financial implications**

The cost of the implementation works has been budgeted within the 2015-2016 Minor Road Safety Budget (CX171).

### **Policy and legislative implications**

This report is consistent with existing Wellington City Council policy.

### **Risks / legal**

Legal advice has been sought in the past when preparing the consultation for the draft changes. Changing a speed limit has significant implications for motorists. Consequently the Council is required to carry out a rigorous procedure to change a speed limit.

### **Climate Change impact and considerations**

There are no impacts to climate change to consider.

### **Communications Plan**

A communications plan for the amended speed limits coming into effect will be managed by the Communications team. The changes are not of a nature that will require public education.

### Suburban Shopping Areas (30km/h Speed Limit)

Pre and post speed reduction within the 30km/h speed limit zone

Suburb	Street	Pre 30km/h			Post 30km/h <sup>2</sup>			Change in Speed <sup>3</sup>	
		7-day 85th % Speed	7-day Mean Speed	Report Date <sup>1</sup>	7-day 85th % Speed	7-day Mean Speed	Speed Survey Date	7-day 85th % Speed	7-day Mean Speed
Thorndon	Tinakori Road	43	34	Oct 2009	39	30	Jul 2013	-4	-4
	Moxham Avenue	32	25	May 2013	32	25	Oct 2015	0	0
	Waitoa Road	36	30	May 2013	38	31	Oct 2015 <sup>6</sup>	+2	+1
Hataitai	Hataitai Road	46	40	May 2013					
Te Aro	Aro Street	42	34	Dec 2009	38	31	Aug 2014	-4	-3
Island Bay	The Parade	43	35	May 2010	42	35	Jun 2014	-1	0
	Bay Road <sup>4</sup>	20	15	May 2010					
	Rongotai Road	36	28	May 2010	33	26	Oct 2015	-3	-2
Kilbirnie	Coutts Street <sup>4</sup>	36	28	May 2010					
Brooklyn	Ohiro Road (Cleveland St)	39	33	Dec 2010	39	32	May 2014	0	-1
Kelburn	Upland Road	38	31	Dec 2010	39	32	Jun 2013	+1	+1
Miramar	Miramar Avenue	47	35	May 2009 <sup>5</sup>	45	37	Aug 2015	-2	+2
Strathmore	Broadway	40	33	Apr 2011 <sup>5</sup>	36	31	July 2015	-4	-2
Seatoun	Dundas Street	52	45	Mar 2011 <sup>5</sup>	50	42	June 2015	-2	-3

<sup>1</sup> Strategy and Policy Committee Report

<sup>2</sup> Survey conducted within 50m of pre 30km/h survey and no introduction of traffic calming

<sup>3</sup> + indicates an increase in speed  
- indicates a reduction in speed

<sup>4</sup> Physical changes have taken place altering the vehicle speeds

<sup>5</sup> Speed data was not included in the May 2011 Strategy and Policy Report. The figures shown have been taken from speed survey archives, pre 30km/h introduction

<sup>6</sup> Only four days of data acquired due to the traffic tubes being vandalised

#### Notes

1. All speed data has been taken from areas within the designated 30km/h zone for consistency.
2. Speed data collected represents vehicles travelling in both directions.
3. Where no figure is shown on the table, data is presently unavailable.

#### Conclusion

Comparing speed survey data before and after implementing the speed reduction affords an opportunity to analyse the effectiveness of the speed reduction program.

From the data gathered, an average reduction of 1.6km/h based on eleven sites for the 7-day 85th percentile speed has been measured. Speed reductions of 1km/h to 4km/h have been recorded on seven sites. Sites such as Thorndon, Te Aro and Strathmore demonstrated reductions of 4km/h. Minor speed increases of 1km/h to 2km/h have also been recorded on Upland Road and Waitoa Road.

Based on the same eleven sites, an average reduction of 1km/h for the 7-day mean speed has been measured. Speed reductions of up to 4km/h have been recorded on six sites while minor speed increases of up to 2km/h have been recorded on three sites.

The desired result to reduce the overall vehicle speed through these busy shopping areas has generally been achieved.

**WELLINGTON CITY COUNCIL**

**30km/h Speed Limits  
Suburban Shopping Centres**

**Performance Review**

**2007-2014**

***Bullen Consultancy***

**August 2015**

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## 1 CONCLUSIONS DRAWN FROM THIS REVIEW

The following conclusions have been drawn from this review of a programme of lower speed limits through 21 suburban shopping centres approved by Wellington City Council in June 2009

- (i) 9 of the 21 proposed 30km/h speed restrictions were introduced in the years 2010 and 2011 with a further restriction introduced in 2013.
- (ii) 'Before' and 'After' crash studies (2007-2009 against 2012-2014) suggest that there is a noticeable reduction in both injury crashes and in the social costs when comparing the shopping centres with the 30km/h restriction against those shopping areas that continue to have a 50km/h restriction.
- (iii) Traffic speeds will be lower in streets immediately surrounding the 30km/h restricted streets. Similarly 'Before' and 'After' crash studies suggest that there is a greater reduction in both injury crashes and in the social costs when comparing the areas surrounding the shopping centres with the 30km/h restriction with those shopping centres and surrounding areas that continue to have a 50km/h restriction.
- (iv) The percentage reductions indicated in the tables in Section 3 have to be assessed against a 'Before' and 'After' reduction of 37% for all Wellington City roads (excluding State Highways) since 2007-2009.

## 2. BACKGROUND AND INTRODUCTION

2.1 Wellington City Council in June 2009 approved a programme of lower speed limits through 21 of its suburban shopping centres.

To date (August 2015) the following 10 shopping centres have had speed limits of 30km/h introduced:

Tinakori Road	January 2010
Aro Valley	May 2010
Island Bay	October 2010
Kilbirnie	October 2010
Brooklyn	February 2011
Kelburn	June 2011
Seatoun	August 2011
Strathmore Park	August 2011
Miramar	August 2011
Hataitai	2013

The following 11 shopping centres have not had the 30km/h approved restriction introduced to date:

Berhampore  
Johnsonville  
Karori  
Karori Marsden Village  
Khandallah  
Linden  
Newlands  
Ngaio  
Northland  
Tawa  
Wadestown

- 2.2 Not included in this review are the following lower speed restrictions introduced in recent years:

30km/h within the CBD

40km/h in Newtown

40km/h along Oriental Parade

- 2.3 As 9 out of 10 of the 30km/h speed restrictions were introduced in the years 2010 and 2011 this review of the crash data is based on a 3 year 'Before' analysis (2007-2009) and compared to a 3 year 'After' analysis (2012-2014).

Data for Hataitai (30km/h introduced in 2013) is shown in the following tables although the figures have not been included in any comparisons. Comparisons have been made for both the existing 30km/h restrictions and the areas where 30km/h restrictions have been approved but not implemented

- 2.4 Traffic entering and/or leaving the 30km/h restrictions will be travelling at less than the prevailing 50km/h restriction and likely to have a positive effect on the crash statistics in the area surrounding the 30km/h restriction.

While only subjective, the crash data has been analysed and comparisons made for areas surrounding the 30km/h restrictions (existing and proposed)

- 2.5 The comparisons made compare the 'Before' and 'After' injury crashes and also the resulting social costs.

A small number of fatal crashes have been recorded in the data analysed. With sample sizes being small to avoid undue skewing of the social costs, fatal crashes have been costed as serious crashes.

- 2.6 The social costs used are the Land Transport NZ figures for 2013 issued in December 2014.
- 2.7 Crashes involving pedestrians and cyclists have been identified within each of the 21 shopping centres and their surrounding areas. The figures are included in the tables in Section 3.

**3. FINDINGS**

- 3.1 The following 8 tables include all of the data referred to above.

When comparing the 'Before' (2007-2009) data with the 'After' (2012-2014) data the key findings are:

- (a) There has been a 37% reduction in injury crashes for all Wellington City roads
- (b) There has been an 82% reduction in injury crashes within the shopping centres where the 30km/h speed restriction has been introduced
- (c) There has been only a 24% reduction in the shopping areas where 30km/h restrictions have been approved but not introduced
- (d) There is a continuing downward trend in the number of injury crashes in each year since the introduction of the 30km/h restrictions in 2010 and 2011
- (e) There has been increasing numbers of injury crashes since 2012 in those shopping areas where the 30km/h restriction has not been introduced
- (f) The percentage reductions in social costs are higher in those areas where the 30km/h restriction has been introduced
- (g) Johnsonville shopping centre has a poor record for the number of injury accidents within the proposed 30km/h restricted area albeit, the road network improvements underway will address some of the existing road safety concerns.

**Summary of Percentage changes**

3 years BEFORE (2007-2009) and 3 years AFTER (2012-2014)

**Table 1 Proposed and Existing 30km/h Zones**

PROPOSED zones	Including surrounding area		30kmh restricted zone	
	Injury Crashes	Social Costs	Injury Crashes	Social Costs
	<b>-43%</b>	<b>-10%</b>	<b>-24%</b>	<b>+12%</b>
EXISTING zones	Including surrounding area		30kmh restricted zone	
	Injury Crashes	Social Costs	Injury Crashes	Social Costs
	<b>-60%</b>	<b>-49%</b>	<b>-82%</b>	<b>-57%</b>

**Table 2 Wellington City all roads excluding State Highways**

	Injury Crashes	Social Costs
WELLINGTON CITY excluding State Highways	<b>-37%</b>	<b>-34%</b>

**Table 3 Summary of injury crashes in the PROPOSED 30km/h zones including surrounding areas**

Zone	2007-2009			2010-2011			2012-2014		
	Total	Involving		Total	Involving		Total	Involving	
		Peds	cyclist		Peds	Cyclist		Peds	Cyclist
Berhampore	10 (2)	3	2	9 (1)	1	2	9 (1)	5	0
Johnsonville	32 (2)	6	1	17 (4)	7	0	15	3	4
Karori	18 (5)	6	3	7 (2)	1	1	11 (3)	3	2
Marsden Village	10 (1)	5	1	5 (1)	1	0	5 (3)	1	1
Khandallah	5	3	1	1	1	0	1	0	1
Linden	5 (1)	0	1	1	1	0	1 (1)	0	1
Newlands	4	1	0	2	2	0	4 (1)	4	0
Ngaio	9	1	1	3 (1)	0	1	4	0	2
Northland	3	1	0	2	0	1	5 (2)	0	1
Tawa	7	0	4	11 (3)	2	4	4 (1*)	1	2
Wadestown	3	0	0	3 (2)	3	0	1	0	0
<b>TOTALS</b>	106 (11)	26	14	61 (14)	19	9	60 (12*)	17	14
<b>SOCIAL COSTS</b>	\$7,765,100			Not required for comparisons			\$11,037,100 or \$6,974,400 if fatal costed as a Serious crash		

Note Figures in brackets ( ) indicate number of Serious crashes and 1 Fatal\*\* in Tawa in 2012

**Percentage change**

3 year period	Injury crashes	Social costs
2007-2009	106 (11 serious)	\$7,765,100
2012-2014	60 (1 fatal and 11 serious)	\$6,974,400
<b>PERCENTAGE CHANGE Between 2007/09 and 2012/14</b>	<b>-43%</b>	<b>-10% if fatal crash costed as a serious crash</b>

**Table 4 Summary of Injury crashes in the PROPOSED 30km/h zones as defined by WCC**

Zone	2007-2009			2010-2011			2012-2014		
	Total	Involving		Total	Involving		Total	Involving	
		Peds	cyclist		Peds	Cyclist		Peds	Cyclist
Berhampore	1	1	0	2	0	0	3 (1)	3	0
Johnsonville	7(1)	3	0	1	0	0	9	1	2
Karori	5(1)	1	0	3(1)	0	1	2	0	1
Marsden Village	2	1	0	1	0	0	2(1)	0	0
Khandallah	3	1	1	0	0	0	0	0	0
Linden	3(1)	1	0	0	0	0	0	0	0
Newlands	2	1	0	1	1	0	0	0	0
Ngaio	2	0	0	0	0	0	3	0	1
Northland	1	1	0	0	0	0	2(2)	0	0
Tawa	3	0	1	2	1	1	1	0	1
Wadestown	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	29(3)	10	2	10(1)	2	1	22(4)	4	5
<b>SOCIAL COSTS</b>	\$2,120,200			Not used for comparison			\$2,378,600		

Note Figures in brackets ( ) indicate number of Serious crashes and 1 Fatal\*\* in Tawa in 2012  
**Percentage change**

3 year period	Injury crashes	Social costs
2007-2009	29	\$2,120,200
2012-2014	22	\$2,378,600
<b>PERCENTAGE CHANGE Between 2007/09 and 2012/14</b>	<b>-24%</b>	<b>+12%</b>

**Table 5 Summary of Injury crashes in the EXISTING 30km/h zones including surrounding areas**

Zone	2007-2009			Date Imple'm	2010-2011			2012-2014		
	Total	Involving			Total	Involving		Total	Involving	
Peds		cyclist	Peds	Cyclist		Peds	Cyclist			
Aro Street	13(5)	2	2	May 2010	4(2)	2	0	5(3)	3	1
Brooklyn	5(1)	1	0	February 2011	5(4*)	1	0	4(1)	0	2
Island Bay	7(1)	2	0	October 2011	3(2)	1	0	3(1)	0	0
Kelburn	10(1)	2	2	June 2011	3(1)	3	0	3(1)	1	1
Kilbirnie	17(5*)	5	1	October 2010	4(1)	4	0	9(4)	4	1
Miramar	22(4)	2	6	August 2011	7	1	2	10(1)	3	2
Seatoun	7(1)	1	0	August 2011	2(1)	0	0	3	0	1
Tinakori	10	3	2	January 2010	5	3	1	1	0	0
Strathmore Park	14(2)	2	2	August 2011	2	0	1	4	1	1
Hataitai	5	3	0	2013	1	0	0	3	1	1
<b>TOTALS (excluding Hataitai)</b>	105(20)	20	15		35(11)	15	4	42(11)	13	10
<b>SOCIAL COSTS</b>	\$11,758,500				No used for comparisons			\$6,043,500		

Note Figures in brackets ( ) indicate number of Serous crashes \* indicates fatal crash  
Percentage change

3 year period	Injury crashes	Social costs
2007-2009	105	\$11,758,500
2012-2014	42	\$6,043,500
<b>PERCENTAGE CHANGE Between 2007/09 and 2012/14</b>	<b>-60%</b>	<b>-49%</b>

Note Fatal crashes costed as serious crashes. 2013 crash costs used

**Table 6 Summary of Injury crashes in the EXISTING 30km/h zones as defined by WCC**

Zone	2007-2009			Date Imple'm	2010-2011			2012-2014		
	Total	Involving			Total	Involving		Total	Involving	
Peds		cyclist	Peds	Cyclist		Peds	Cyclist			
Aro Street	5(1)	2	1	May 2010	3(2)	3	0	1	1	0
Brooklyn	4	1	1	February 2011	3(1)	1	0	4(1)	0	2
Island Bay	5	1	2	October 2011	2(1)	0	0	0	0	0
Kelburn	8	1	1	June 2011	2 (1)	2	0	0	0	0
Kilbirnie	4	1	0	October 2010	0	0	0	1	0	1
Miramar	5	0	0	August 2011	0	0	0	1	1	0
Seatoun	0	0	0	August 2011	0	0	0	0	0	0
Tinakori	3	0	1	January 2010	1	0	0	0	0	0
Strathmore Park	4	1	1	August 2011	2		1	0	0	0
Hataitai	3	1	0	<b>2013</b>	0	0	0	2	0	1s
<b>TOTALS (excluding Hataitai)</b>	38(1)	7	7		13(5)	6	1	7(1)	2	3
<b>SOCIAL COSTS</b>	\$1,468,900				No used for comparisons			\$635,000		

Note Figures in brackets ( ) indicate number of Serous crashes \* indicates fatal crash  
**Percentage change**

3 year period	Injury crashes	Social costs
2007-2009	38	\$1,468,900
2012-2014	7	\$635,000
<b>PERCENTAGE CHANGE Between 2007/09 and 2012/14</b>	<b>-82%</b>	<b>-57%</b>

Note Fatal crashes costed as serious crashes. 2013 crash costs used

**Table 7 Proposed 30kmh zones Injury crashes 2012-2014**

Year	Berhampore			Year	Johnsonville		
	Total	Peds	cyclists		Total	Peds	Cyclists
2012	1(1)	1	0	2012	2	0	2
2013	1	1	0	2013	1	0	0
2014	1	1	0	2014	6	1	2
<b>Total</b>	<b>3(1)</b>	<b>3</b>	<b>0</b>	<b>Total</b>	<b>9</b>	<b>1</b>	<b>4</b>
	Karori				Karori, Marsden Village		
2012	1	0	0	2012	2(1)	0	0
2013	1	0	1	2013	0	0	0
2014	0	0	0	2014	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>Total</b>	<b>2(1)</b>	<b>0</b>	<b>0</b>
	Khandallah				Linden		
2012	0	0	0	2012	0	0	0
2013	0	0	0	2013	0	0	0
2014	0	0	0	2014	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Newlands				Ngaio		
2012	0	0	0	2012	0	0	0
2013	0	0	0	2013	1	0	0
2014	0	0	0	2014	2	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>
	Northland				Tawa		
2012	1	0	0	2012	1	0	1
2013	0	0	0	2013	0	0	0
2014	2(2)	0	1	2014	0	0	0
<b>Total</b>	<b>3(2)</b>	<b>0</b>	<b>1</b>	<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>
	Wadestown				<b>ALL ZONES</b>		
2012	0	0	0	2012	8(2)	1	3
2013	0	0	0	2013	4	1	1
2014	0	0	0	2014	11(2)	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total</b>	<b>23(4)</b>	<b>4</b>	<b>8</b>

**Table 8 Existing 30kmh zones Injury crashes 2012-2014**

Year	Aro Valley			Year	Brooklyn		
	Total	Peds	Cyclists		Total	Peds	Cyclists
2012	0	0	0	2012	2(1)	0	2
2013	1	1	0	2013	2	0	0
2014	0	0	0	2014	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>Total</b>	<b>4(1)</b>	<b>0</b>	<b>0</b>
Island Bay				Kelburn			
2012	0	0	0	2012	1	1	0
2013	0	0	0	2013	0	0	0
2014	0	0	0	2014	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>
Kilbirnie				Miramar			
2012	1	0	1	2012	1	1	0
2013	0	0	0	2013	0	0	0
2014	0	0	0	2014	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>
Seatoun				Tinakori Road			
2012	0	0	0	2012	0	0	0
2013	0	0	0	2013	0	0	0
2014	0	0	0	2014	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>
Strathmore Park				<b>All Zones excluding Hataitai</b>			
2012	0	0	0	2012	5(1)	2	3
2013	0	0	0	2013	3	1	0
2014	1	1	0	2014	1	1	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>Total</b>	<b>9(1)</b>	<b>4</b>	<b>3</b>
Hataitai							
2012	1	0	1				
2013	1	0	0				
2014	0	0	0				
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>				

#### **4. PEDESTRIANS AND CYCLISTS**

- 4.1 The number of injury crashes to pedestrians and cyclists have been included in all of the data tables. This shows that there has been a greater reduction in the number of pedestrian and cyclist injuries in those shopping areas where the 30km/h speed restriction has been introduced
- 4.2 The lower percentage reduction in social costs recorded in the tables is reflected in the fact that pedestrians and cyclists are more likely to incur a serious injury than other road users.
- 4.3 It is noted from table 7 that while there is a trend of reducing injury crashes for pedestrians this may not be the trend for injury crashes for cyclists.

#### **5. REFERENCES**

- (i) Land Transport NZ Crash Analysis System (CAS)
- (ii) Wellington City Council –Safer Roads Project- Performance Review 1996-2013 – Bullen Consultancy -October/December 2014
- (iii) Wellington City Council- Safety Audit of Golden Mile – Initial Report Bullen Consultancy – June 2015
- (iv) Relevant Wellington City Council Reports
- (v) Wellington City Council web site for detailed locations of lower speed limits for the 21 suburban shopping centres
- (vi) Land Transport NZ – The Social Cost of Road Crashes and Injuries- December 2014

**Appendix A**

**Approved lower speed zones**

Suburb	Location
Aro Valley	Aro Street - from 20 metres west of its intersection with Epuni Street to 40 metres east of its intersection with Boston Terrace.
Brooklyn	<p>Cleveland Street - From its intersection with Ohiro Road to a point 65 metres west of its intersection with Washington Avenue.</p> <p>Ohiro Road - From a point 60 metres north of its intersection with Cleveland Street to its intersection with McKinley Street.</p> <p>Todman Street - From its intersection with Ohiro Road to a point 50 metres west of its intersection with Ohiro Road.</p> <p>Jefferson Street - For its entire length.</p> <p>Harrison Street - For its entire length.</p>
Hataitai	<p>Moxham Avenue, from Waitoa Road intersection to a point 85 metres south of its intersection with Taurima Street.</p> <p>Waitoa Road, from a point 30 metres west of its intersection with Waipapa Road, to a point 85 metres west of its intersection with Hataitai Road.</p> <p>Hataitai Road, from Waitoa Road intersection to a point 35 metres north of its intersection with Waitoa Road.</p> <p>Taurima Street, from Moxham Avenue intersection to a point 75 metres west of its intersection with Moxham Avenue.</p>
Island Bay	<p>The Parade - from its intersection with Avon Street southbound to 75 metres south of its intersection with Medway Street.</p> <p>Medway Street - from its intersection with Derwent Street east to its intersection with The Parade.</p>
Kelburn	Upland Road - from its intersection with St Michaels Crescent to its intersection with Boundary Road.

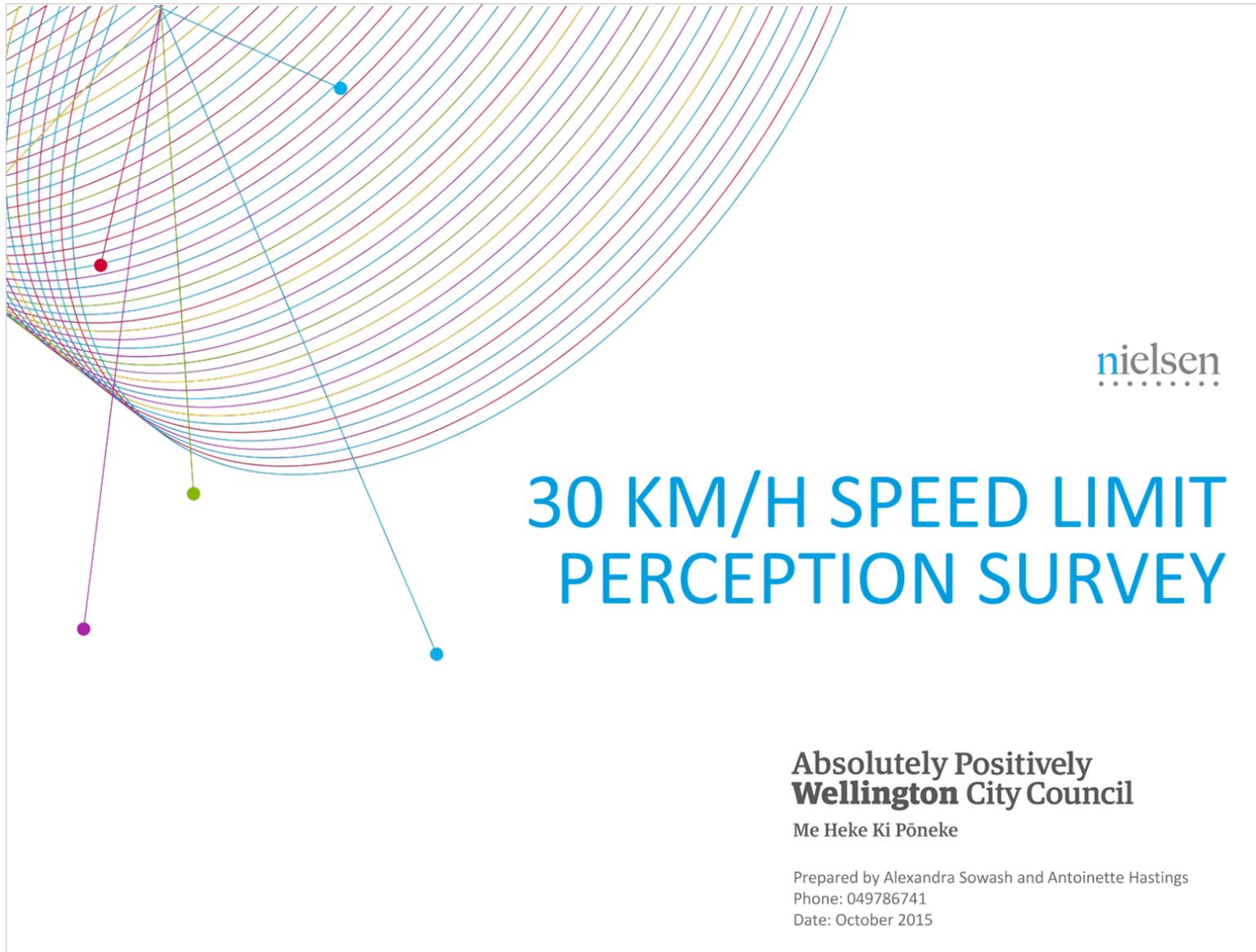
Suburb	Location
	Kowhai Road - for its entire length.
Kilbirnie	<p>Bay Road - from its intersection with Coutts Street north to its intersection with Evans Bay Parade.</p> <p>Rongotai Road - from its intersection with Crawford Road east to its intersection with Onepu Road.</p> <p>Coutts Street - from its intersection with Childers Terrace east to its intersection with Mahora Street.</p>
Miramar	<p>Hobart Street - from its intersection with Miramar Avenue to a point 55 metres south of its intersection with Miramar Avenue.</p> <p>Miramar Avenue - from a point 74 metres east of its intersection with Tauhinu Road to a point 35 metres east of its intersection with Hobart Street.</p> <p>Park Road - from its intersection with Miramar Avenue to its intersection with Tahi Street.</p>
Seatoun	<p>Dundas Street - from its intersection with Ventnor Street to a point 65 metres east of its intersection with Falkirk Avenue.</p> <p>Falkirk Avenue - from its intersection with Forres Street to a point 45 metres south of its intersection with Dundas Street.</p>
Strathmore Park	<p>Broadway - from a point 35 metres west of its intersection with Wilberforce Street to a point 65 metres west of its intersection with Strathmore Avenue.</p> <p>Ira Street - from its intersection with Broadway to a point 45 metres north of its intersection with Broadway.</p> <p>Strathmore Avenue - from its intersection with Broadway to a point 85 metres south of its intersection with Broadway.</p>
Tinakori shops	Tinakori Road - from its intersection with Upton Terrace to its intersection with Lewisville Terrace.

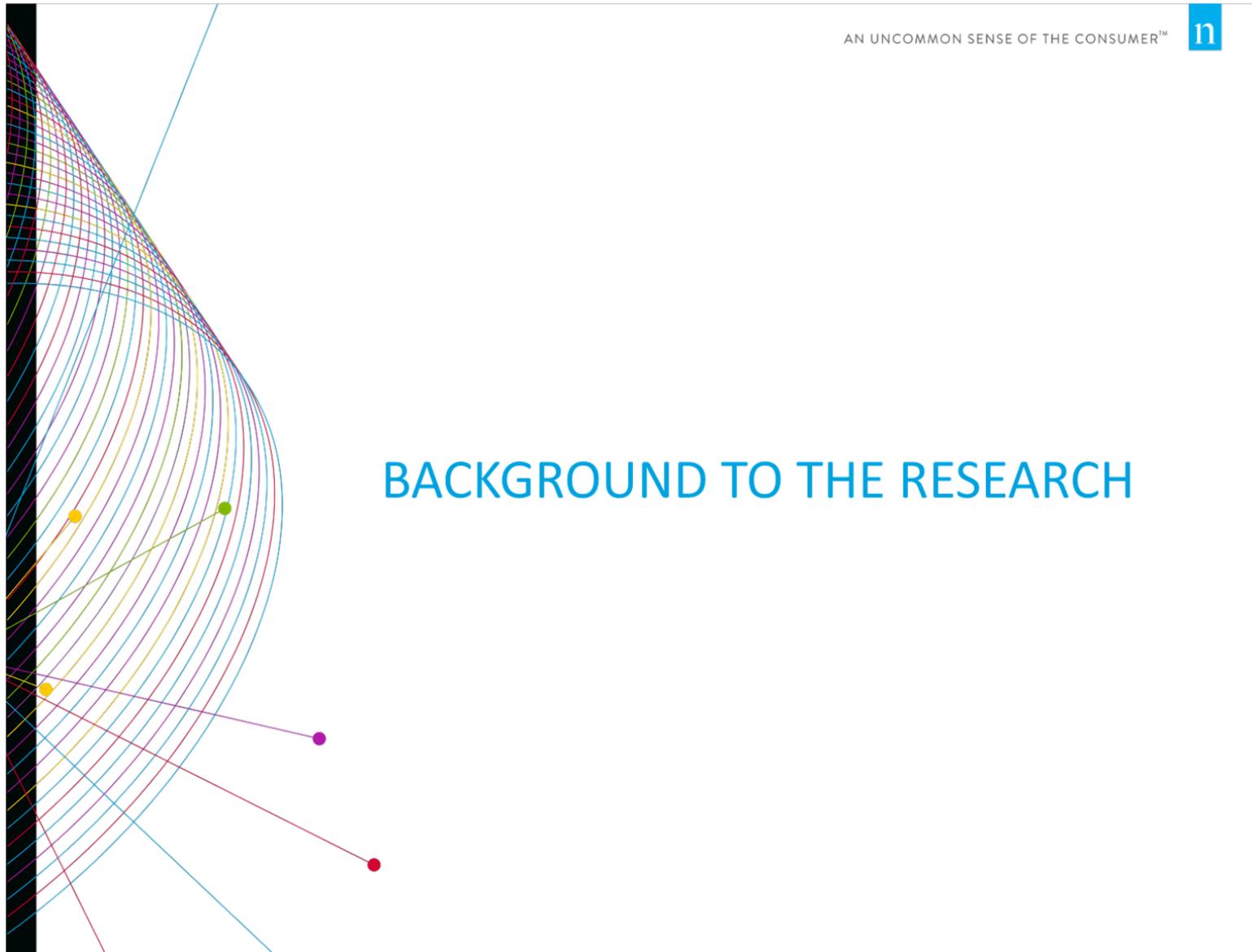
**Appendix B**

**Proposed lower speed zones**

Suburb	Location
Berhampore	North from Adelaide Road / Britomart Street intersection to Adelaide Road / Luxford Street intersection.
Johnsonville	North from Johnsonville Road / Broderick Road intersection to Johnsonville Road / Moorefield Road intersection.  South from Moorefield Road / Johnsonville Road intersection to Moorefield Road / Broderick Road intersection.  East from Broderick Road / Moorefield Road intersection to Broderick Road / Johnsonville Road intersection.
Karori	West from Karori Road / Reading Street intersection to Karori Road / Beauchamp Street intersection.  North from Parkvale Road / Karori Road intersection to Parkvale Road / Friend Street intersection.
Karori, Marsden Village	West from Karori Road / Lancaster Street intersection to Karori Road / Hatton Street intersection.
Khandallah	North from Ganges Road / Everest Street intersection to Ganges Road / Agra Crescent intersection.
Linden	West from Collins Avenue / Hinau Street intersection to Collins Avenue / Findlay Street intersection.
Newlands	North from Bracken Road / Newlands Road intersection to Bracken Road / Stewart Drive intersection.  West from Stewart Drive / Bracken Road intersection to Stewart Drive / Batchelor Street intersection.
Ngaio	North from Ottawa Road / Crofton Road intersection to Ottawa Road / Colway Street intersection.

Suburb	Location
Northland	West from Northland Road / Randwick Road intersection to Northland Road / Farm Road intersection.
Tawa	North from Main Road / Cambridge Street intersection to Main Road / Surrey Street intersection.  Cambridge Street for its entire length.
Wadestown	West from Wadestown Road / Cecil Road intersection to Wadestown Road / Weld Street intersection.







## RESEARCH BACKGROUND

Wellington City Council commissioned this study to gain a better understanding of public attitudes towards 30 km/h speed limits. Before rolling out speed limit reductions to further areas within Wellington, the Council wants to better understand the impact of the previous speed limit reductions, whether or not the public feels that these earlier speed limit reductions are making a difference and whether they would recommend that they be rolled out in additional areas.

In June 2009, the Council approved a programme of lower speed limits through 21 of its suburban shopping centres. As of August 2015, lower speed limits had been introduced in 10 of these 21 suburban shopping centres. Currently, the Council is trying to determine whether or not they will roll out 30 km/h speed limits to these additional 11 suburban shopping centres, which are mostly in the Northern suburbs. The findings from this research will be used to inform this decision.

In addition to this research, the Council has also completed a review of speed and accident data in the areas where 30 km/h speed limits have been introduced. From the data gathered, an average reduction of 1.6 km/h has been seen across the 11 suburban shopping areas. This average reduction was calculated by comparing the 85<sup>th</sup> percentile of speed data from before and after the 30 km/h speed limit was introduced. Sites such as Thorndon, Te Aro and Strathmore have demonstrated reductions higher than the average, with reductions of 4 km/h.

Accident data has shown a similar trend, with an 82% reduction in injury crashes within the shopping centres where 30 km/h speed limits have been introduced. Accident data was compared between 2007-09 (before) and 2012 -14 (after).

## METHODOLOGY



An online survey was conducted amongst Wellington residents. The sample was structured so that 80% of the sample came from one of the five postcodes (6011, 6012, 6023, 6022, 6021) that contained a shopping area with a speed limit of 30 km/h and 20% of the sample came from other postcodes within Wellington City (6035, 6037, 5016, 5028, 6972).

In total, a sample of 537 respondents was achieved. Within this sample, 437 respondents came from the five postcodes that contain a shopping area with a speed limit of 30 km/h and the remaining 100 came from other postcodes within Wellington City. Throughout the report, suburbs with a shopping area with a speed limit of 30 km/h are referred to as target shopping areas. Within the 437 respondents, 241 respondents lived in one of the suburbs with a target shopping area and 196 lived outside one of these suburbs, but travelled through a target shopping area regularly.

To qualify to participate in the survey, respondents either had to live in one of the ten suburbs with a shopping area where there is a 30 km/h speed limit or regularly (at least once a week) travel through one of these shopping areas. The shopping areas in question are:

Suburb	Shopping Area
Thorndon	Tinakori Road
Haitaitai	Moxham Avenue
	Waitoa Road
	Haitaitai Road
Te Aro	Aro Street
Island Bay	The Parade
Kilbirnie	Bay Road
	Rongotai Road
	Coutts Street
Brooklyn	Ohiro Road
Kelburn	Upland Road
Miramar	Miramar Avenue
Strathmore	Broadway
Seatoun	Dundas Street

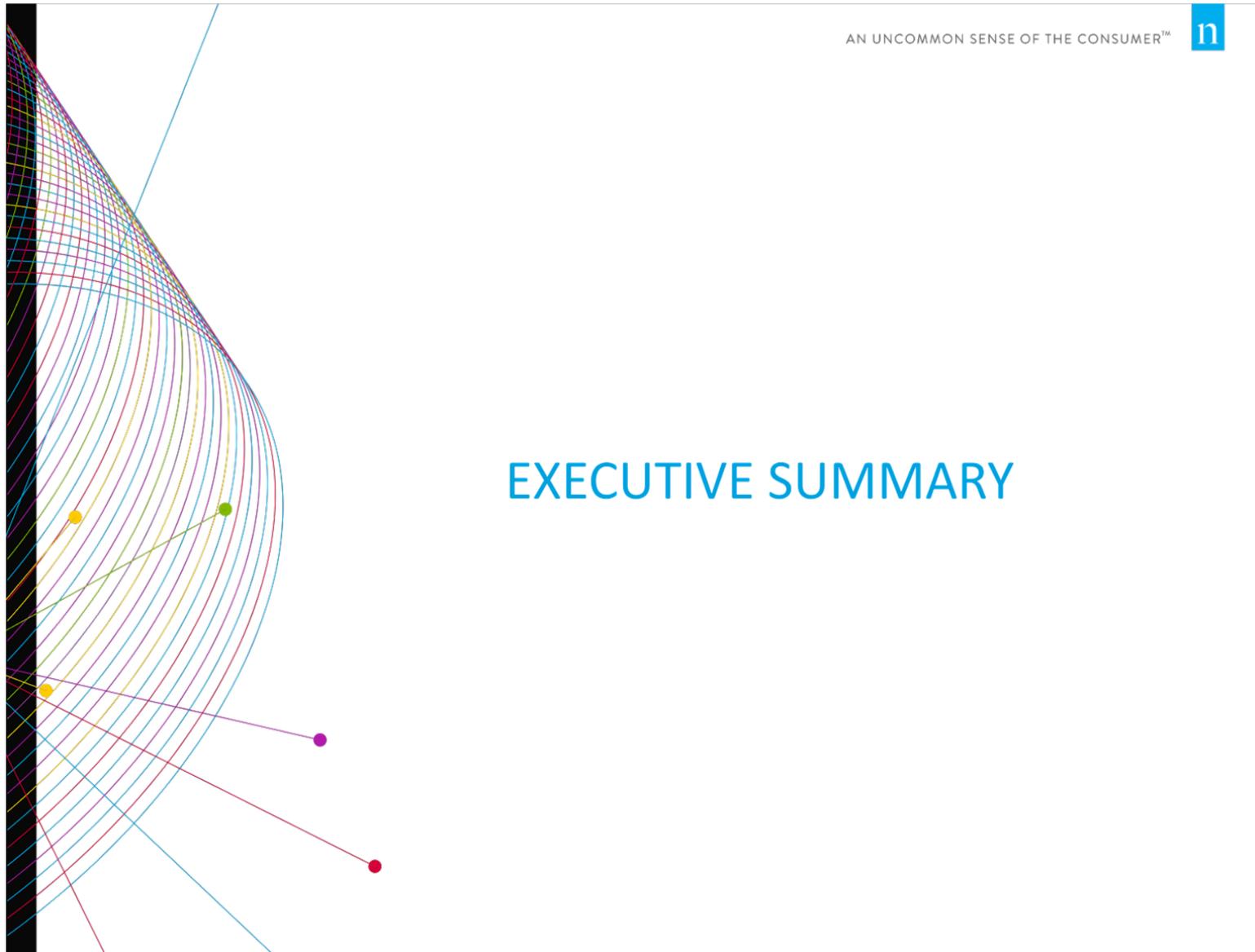
While the majority of respondents are drivers, we did not exclude non-drivers from the sample, as pedestrians and cyclists also have an opinion on whether or not the 30 km/h speed limit has increased road safety in the area.

Targets for age and gender were also set using NZ Stats data to ensure that the sample was broadly representative of the Wellington City population.

The maximum margin of error on a sample of 537 is  $\pm 4.2\%$ .

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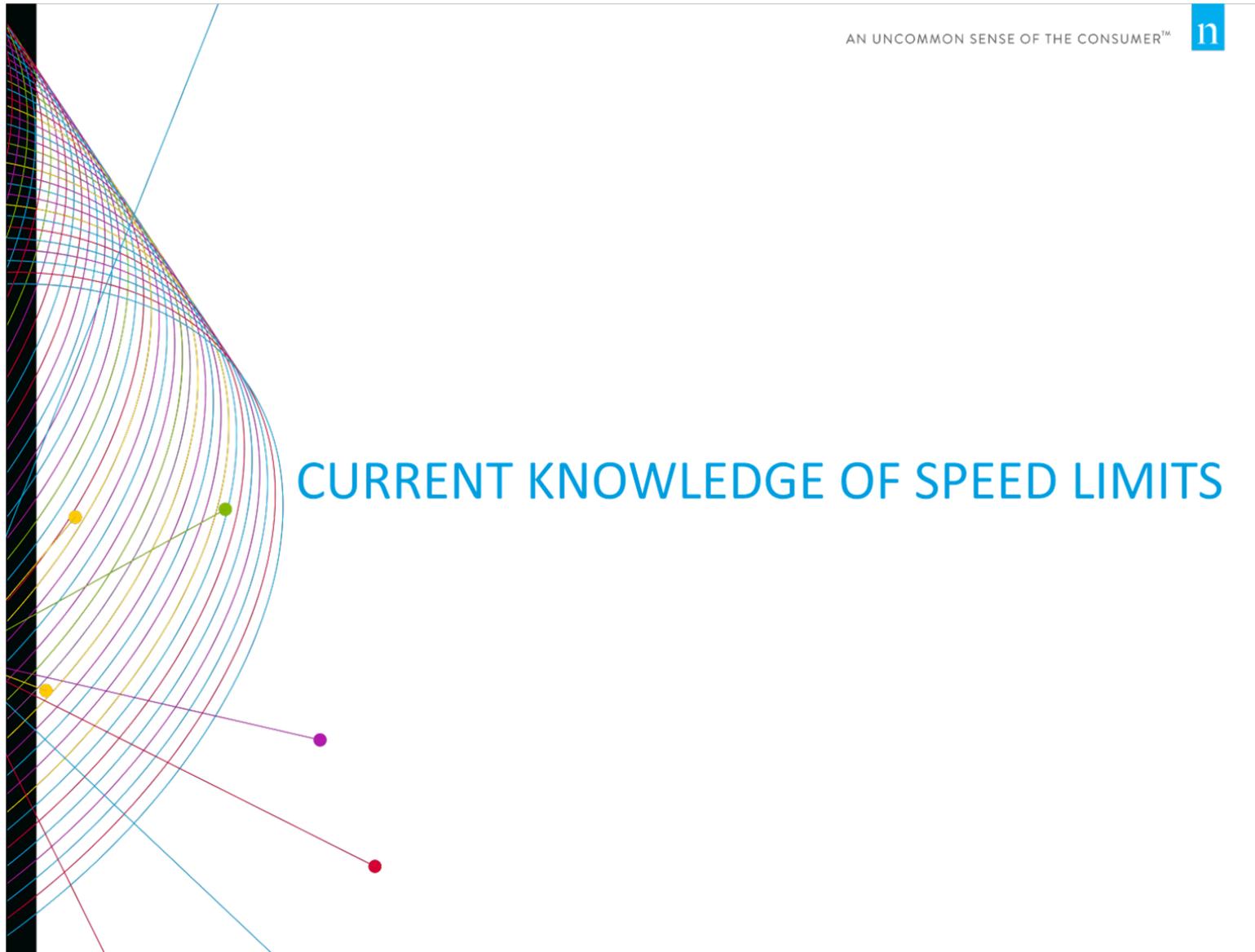
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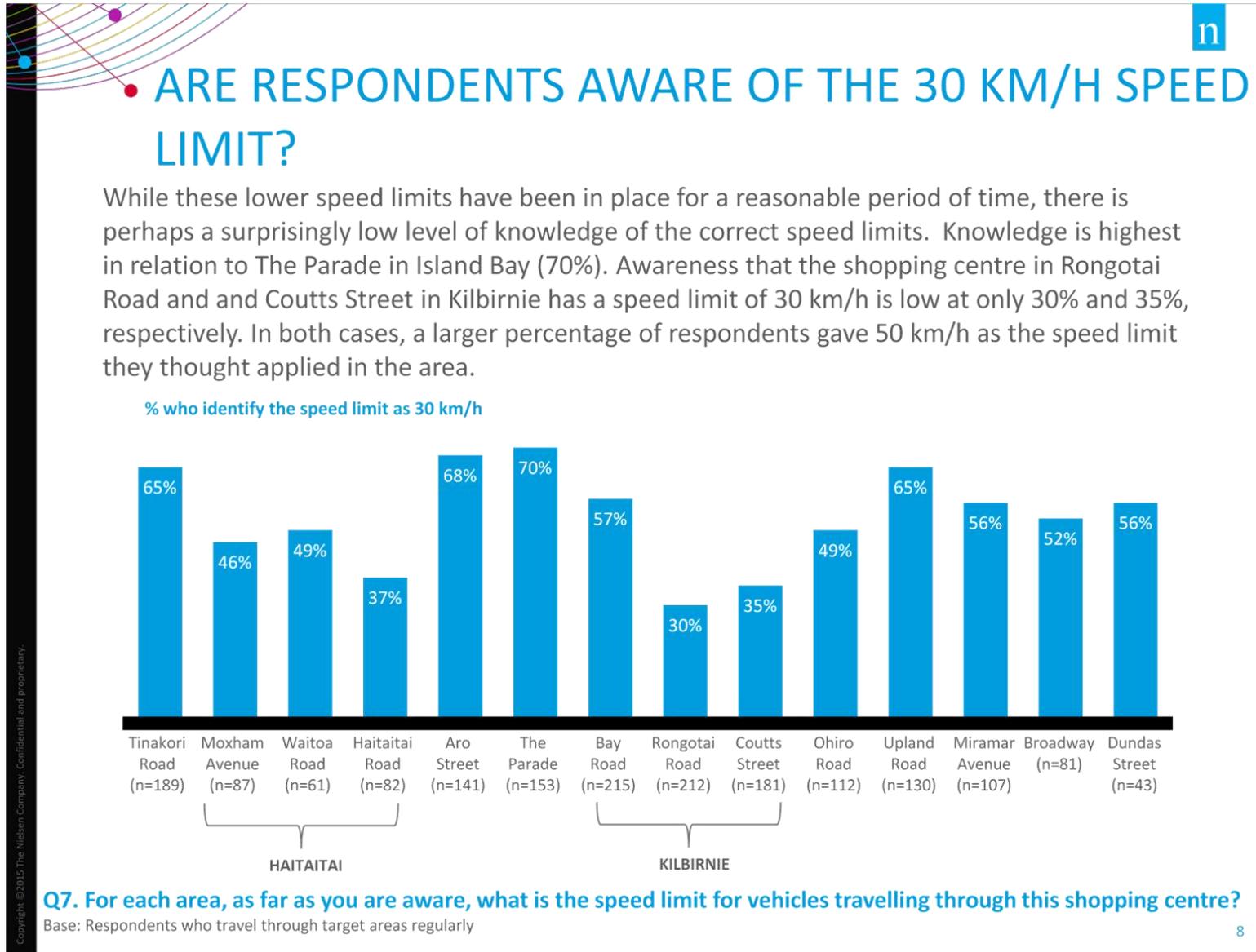


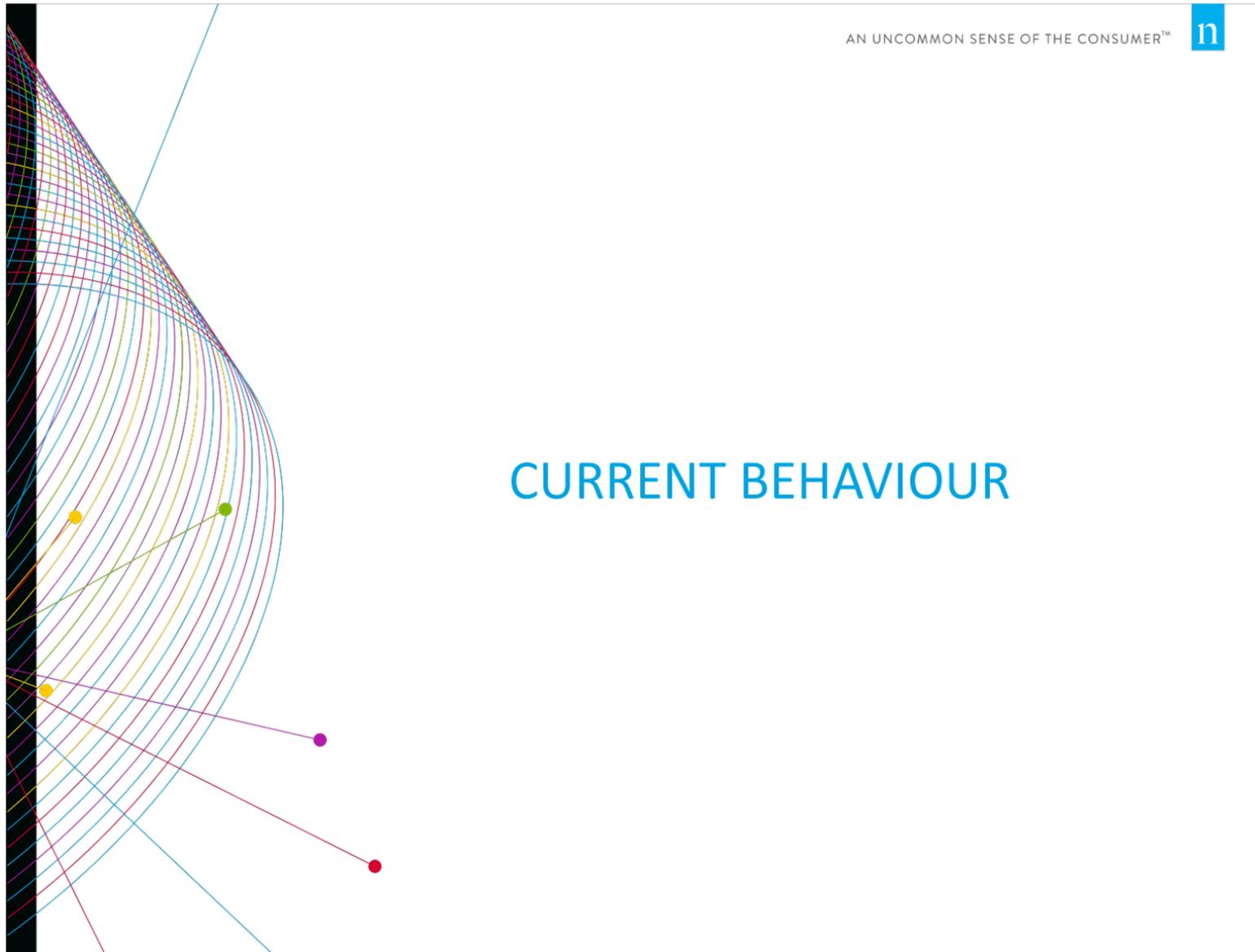
## EXECUTIVE SUMMARY

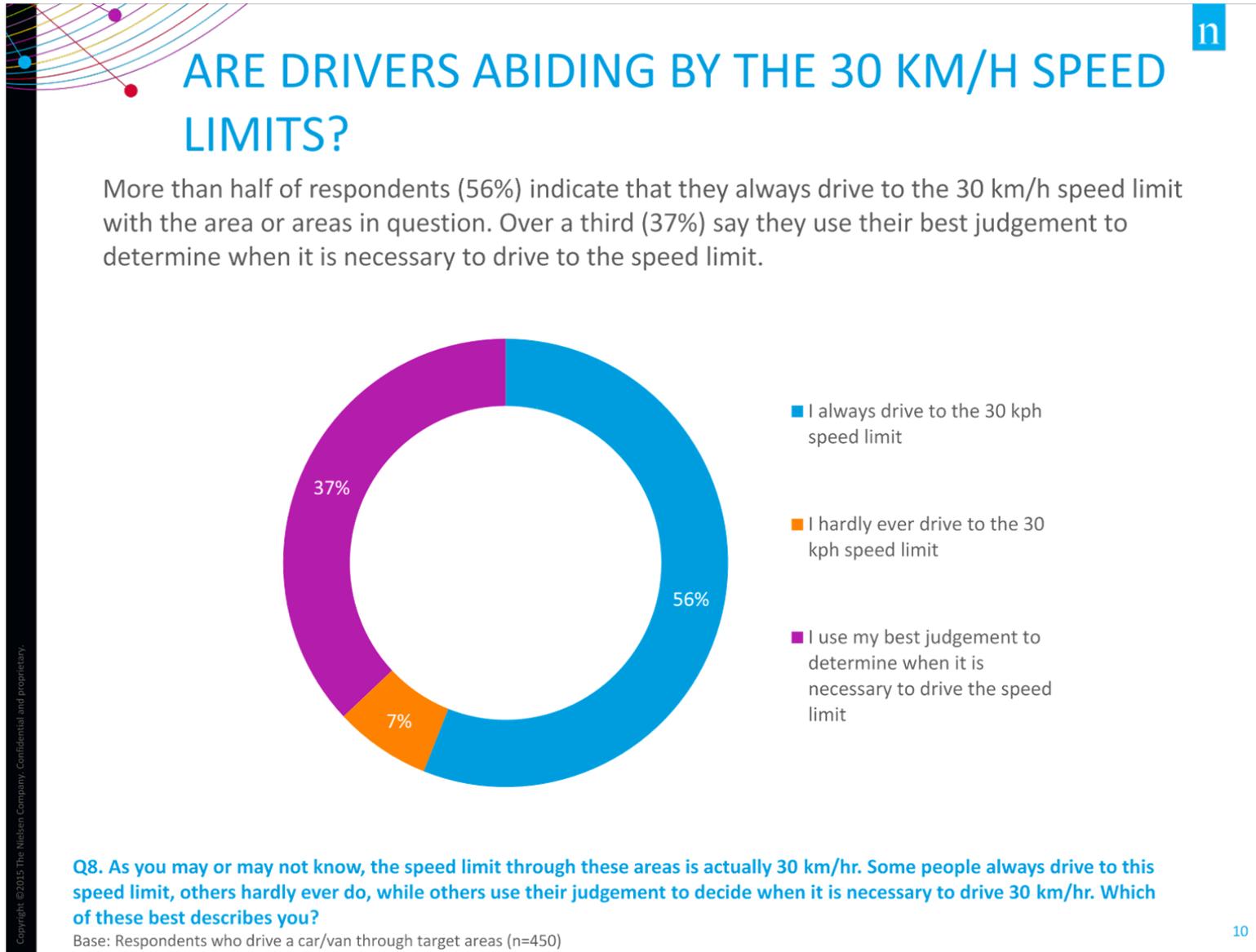
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- While lower 30 km/h speed limits have been in place for a reasonable period of time in most of the target suburbs, there is a surprisingly low level of knowledge of the correct speed limits. For example, awareness that the shopping centre in Rongotai Road and and Coutts Street in Kilbirnie has a speed limit of 30 km/h is low at only 30% and 35%, respectively. In both cases, a larger percentage of respondents gave 50 km/h as the speed limit they thought applied in the area.
- Some respondents who hardly ever drive to the speed limits or use their best judgment to determine when it is necessary to drive to the speed limits say they would be more likely to drive to the speed limits if the speed limits were more prominently displayed. Increasing signage and awareness around these 30 km/h speed limits could help improve knowledge and implementation of these reduced speed limits.
- Respondents are largely in agreement that a 30 km/h speed limit makes shopping areas safer for pedestrians, vehicles and cyclists. More than 8 in 10 (81%) agree that the 30 km/h speed limit makes these shopping areas safer for pedestrians, while 72% agree that it does so for cyclists and 64% agree that it does so for vehicles.
- When asked whether or not they would recommend 30 km/h speed limits for other shopping areas with similar traffic and current speed limits of 50 km/h, only 13% of respondents said they would **not** recommend these lower speed limits, while more than a third (38%) said that they would recommend 30 km/h speed limits and the remaining half said their decision would depend on the area.
- A low percentage of respondents are not in favour of the 30 km/h speed limits, with 15% of respondents saying that they would like to see these 30 km/h speed limits revert to 50 km/h speed limit areas. More than 6 in 10 respondents, however, said they would not be in favour of the speed limit reverting to 50 km/h in these areas.
- For those respondents who would not recommend a reduction in speed limits to 30 km/h in areas that currently have 50 km/h speed limits, the main sticking point appears to be disbelief that these lower speed limits make a difference. Promoting public awareness around the difference that these speed limits do make would help change this misconception.





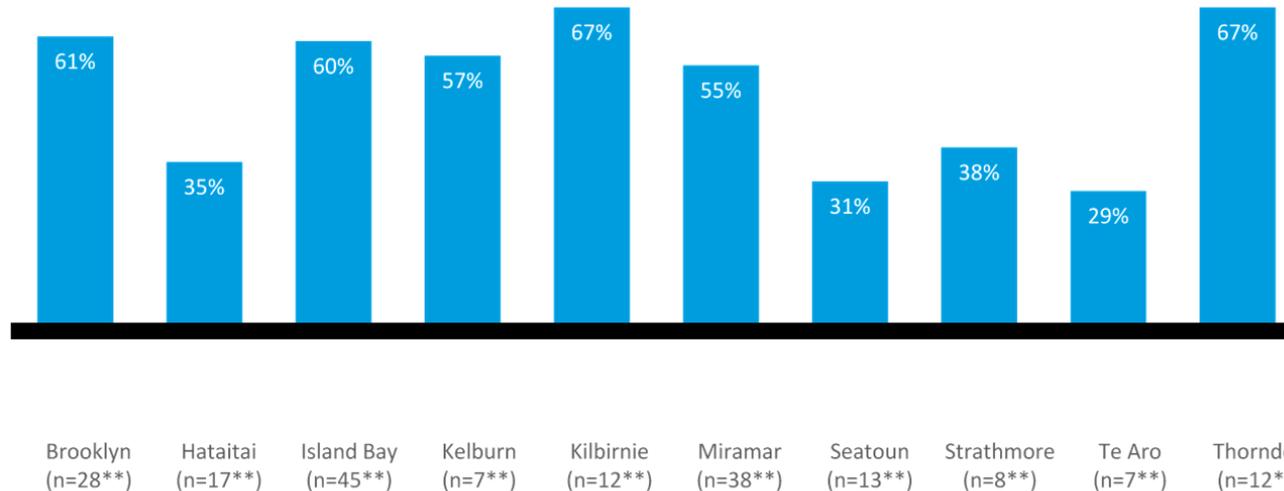




## ARE RESPONDENTS WHO LIVE IN SUBURBS WITH TARGET SHOPPING AREAS\* MORE LIKELY TO DRIVE TO THE 30 KM/H SPEED LIMIT?

Respondents in Hataitai, Seatoun, Strathmore and Te Aro are less likely than overall respondents to say they always drive to the 30 km/h speed limit. Respondents from Hataitai, Seatoun and Te Aro are more likely to say that they use their best judgement to determine when it is necessary to drive to the speed limit. This is positive given that there are higher proportions of respondents who report walking as their main mode of transport in these areas.

% who always drive to the 30 km/h speed limit  
\*\*Small Base



\*Target shopping areas are defined as suburbs with shopping areas that have a speed limit of 30 km/h.

**Q8. As you may or may not know, the speed limit through these areas is actually 30 km/h. Some people always drive to this speed limit, others hardly ever do, while others use their judgement to decide when it is necessary to drive 30 km/h. Which of these best describes you?**

Base: Respondents who drive a car/van through target areas and live in one of the suburbs with a target shopping area (n=187)

## UNDER WHAT CIRCUMSTANCES WOULD DRIVERS STICK TO THE 30 KM/H SPEED LIMIT?

The presence of activity within the shopping centre does make a difference to drivers when they are determining whether or not they will abide by the lower speed limits. For those respondents who hardly ever drive to the speed limit or use their best judgement to determine when it is necessary to drive to the speed limit, a large proportion would stick to the speed limit under specific circumstances. These circumstances include if there were children around (88%), during busy times in the shopping centre (85%), if there were pedestrians and cyclists around (83%) and when there is inclement weather. Some respondents also say they would stick to the 30 km/h speed limit if the speed limit was more prominently displayed.



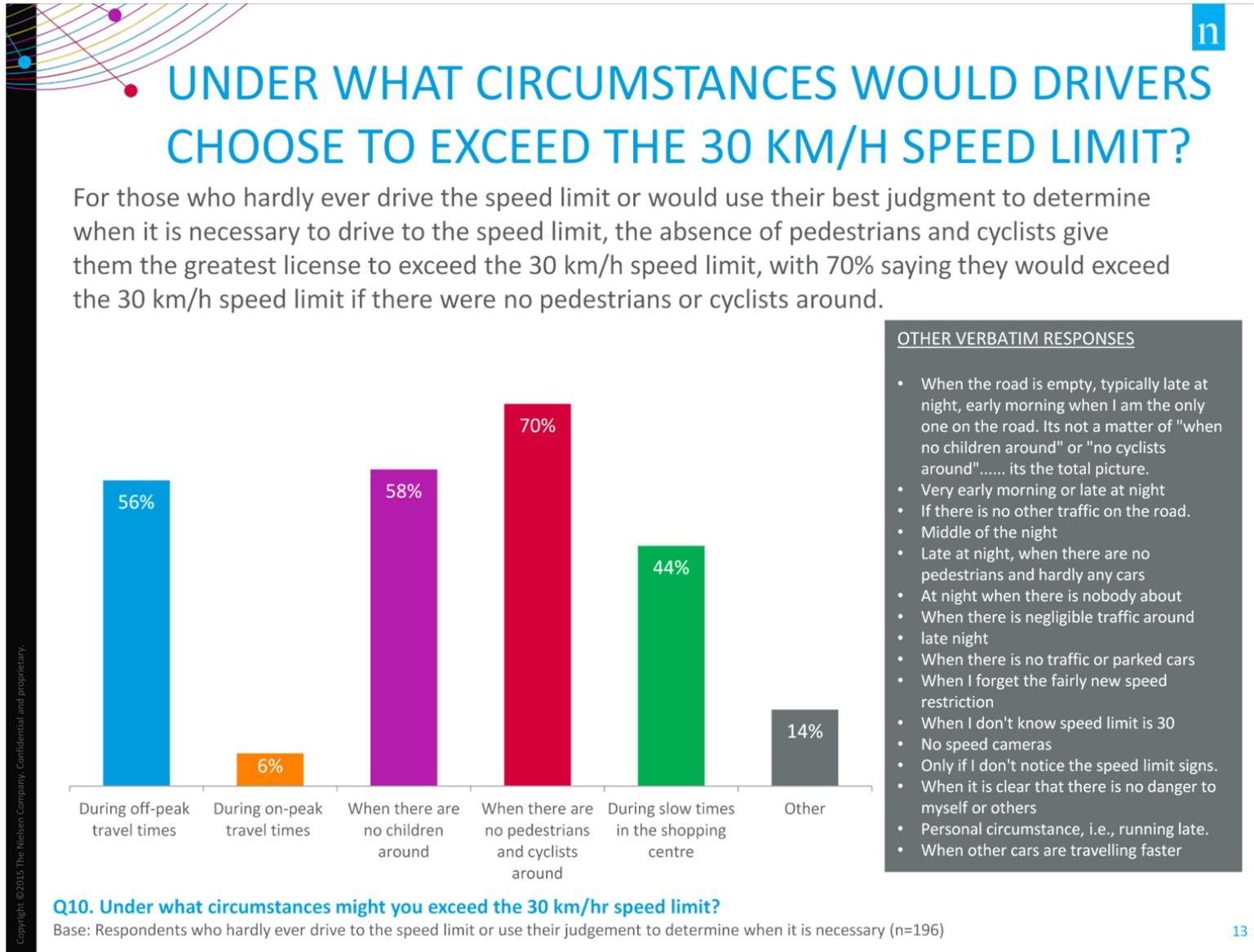
### Q9. Under what circumstances would you stick to the 30 km/hr speed limit?

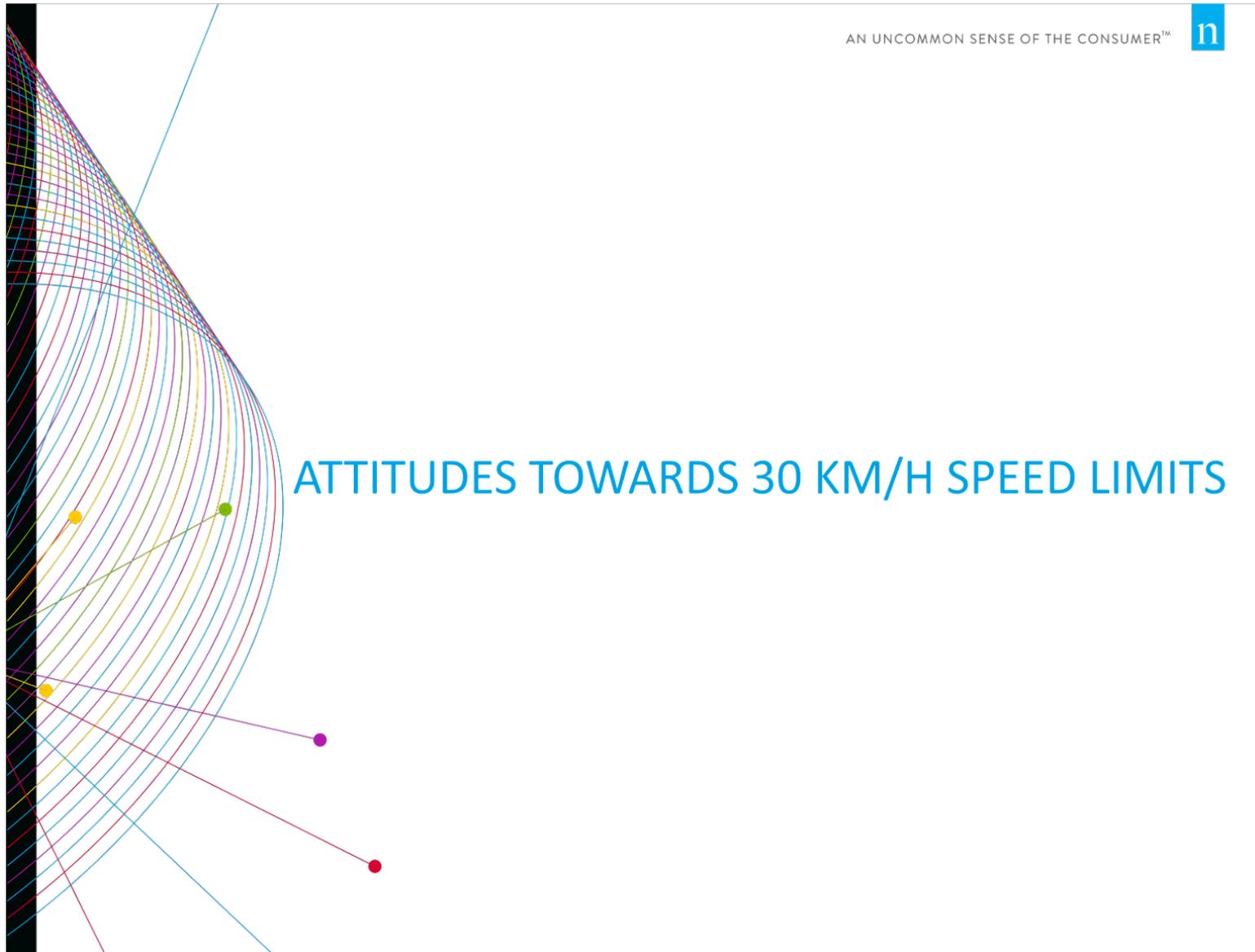
Base: Respondents who hardly ever drive to the speed limit or use their judgement to determine when it is necessary (n=196)

#### OTHER VERBATIM RESPONSES

- When I know its the speed limit
- When I see a sign that reminds me of the speed limit
- If I notice the sign
- When the speed limit signs are clearly visible.
- If I'm aware it's a change to 30km/h i.e .very clear signage and road markings
- When I see the speed limit sign I adhere to it.
- Around schools
- Other cars also driving 30km/h
- You can't do 50 km/h because of traffic [congestion]
- [I would abide by the speed limit] between 0700 and 2100 approx
- Always, unless there is no other traffic on the road at the time
- Roadworks
- When there are obvious hazards, or I can see police.
- When I remember to slow down
- During the day/early evening

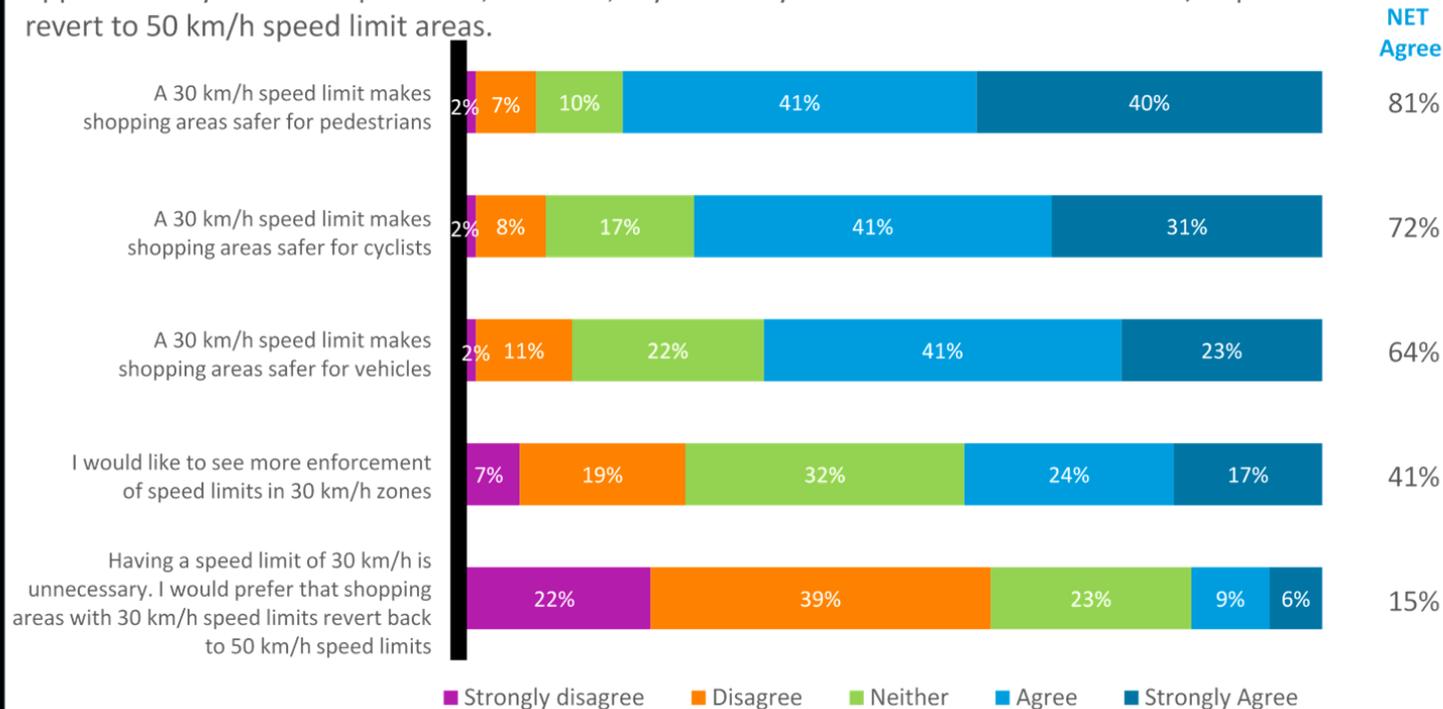
12





## ATTITUDES TOWARDS 30 KM/H SPEED LIMITS <sup>n</sup>

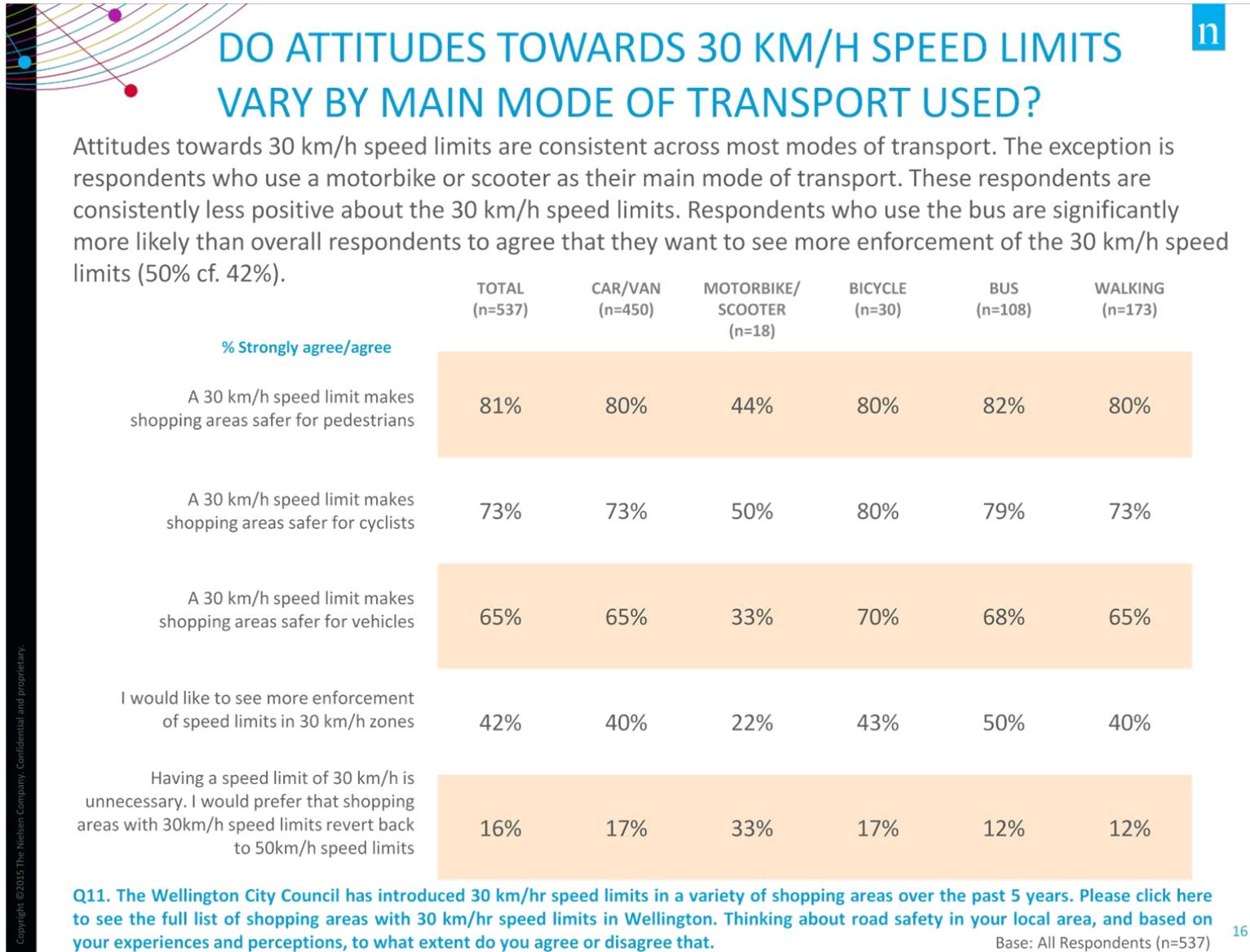
Respondents are largely in agreement that a 30 km/h speed limit makes shopping areas safer for pedestrians, vehicles and cyclists. More than 8 in 10 (81%) agree that the 30 km/h speed limit makes these shopping areas safer for pedestrians, while 64% agree that it does so for vehicles and 72% agree that it does so for cyclists. Respondents are slightly split on whether or not they would like to see the 30 km/h speed limit more widely enforced, with 41% agreeing they would like to see more enforcement of these speed limits and 26% saying the opposite. Only 15% of respondents, however, say that they would like to see these 30 km/h speed limit areas revert to 50 km/h speed limit areas.

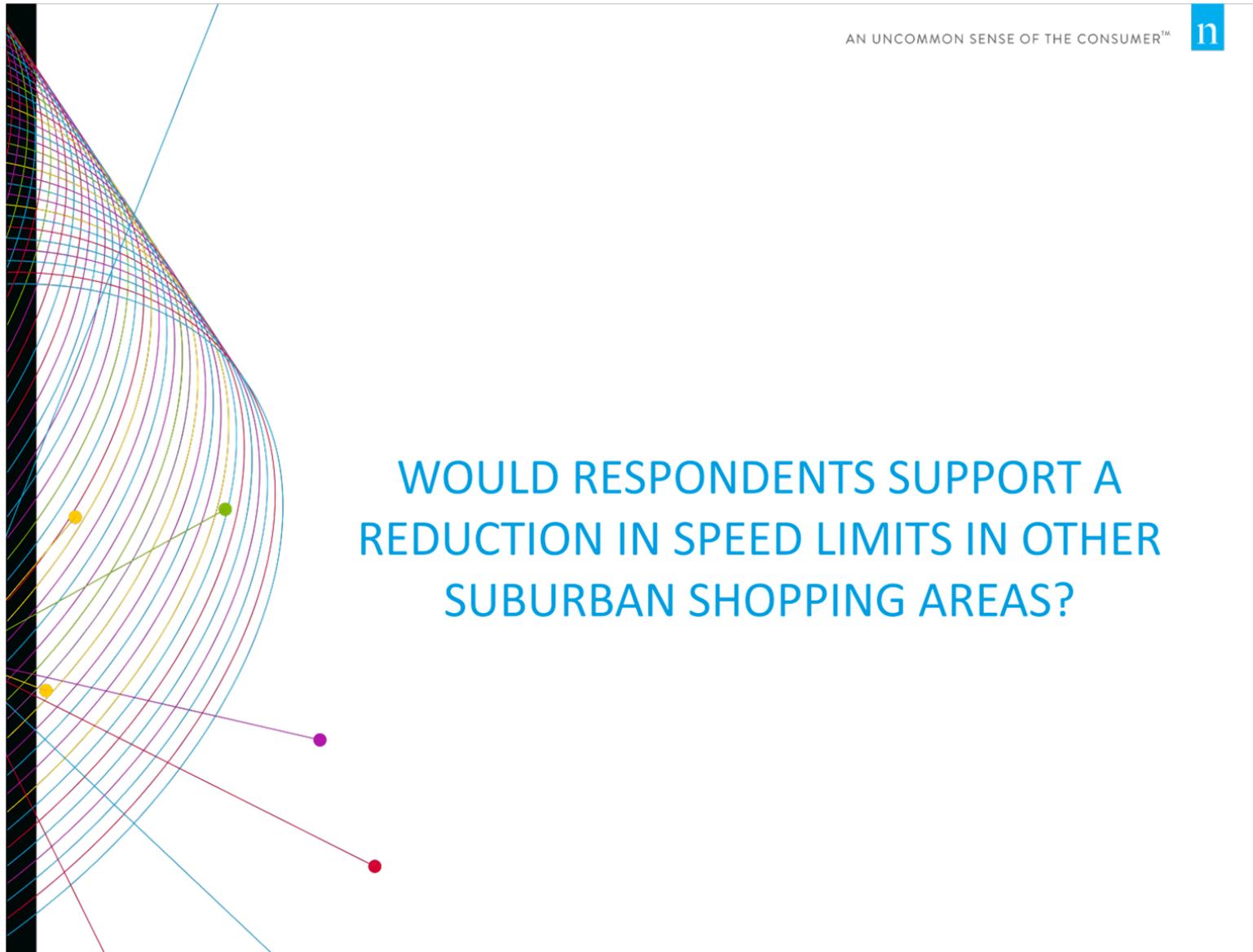


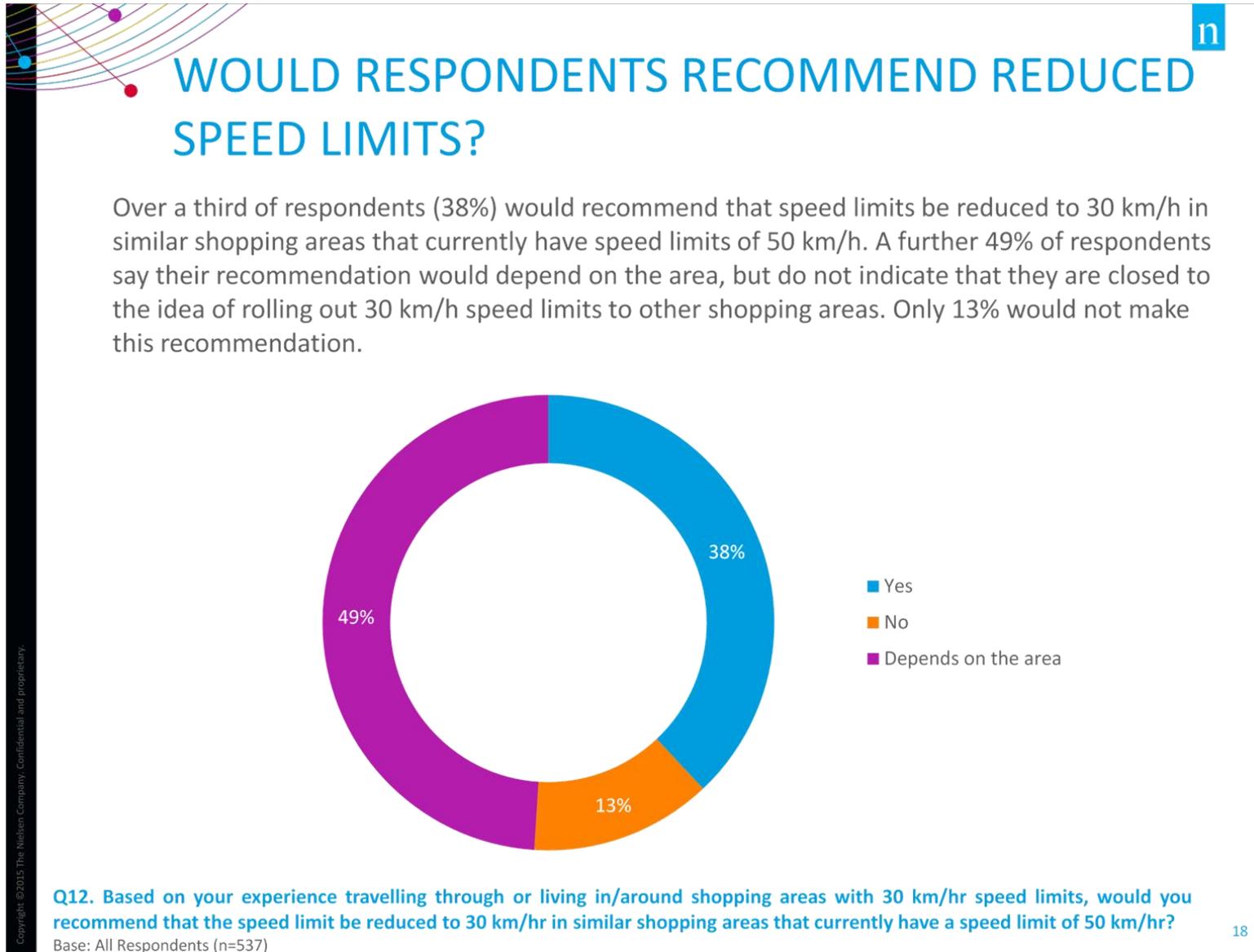
**Q11. The Wellington City Council has introduced 30 km/hr speed limits in a variety of shopping areas over the past 5 years. Please click here to see the full list of shopping areas with 30 km/hr speed limits in Wellington. Thinking about road safety in your local area, and based on your experiences and perceptions, to what extent do you agree or disagree that.**

Base: All Respondents (n=537)

15







## WHY WOULDN'T RESPONDENTS RECOMMEND 30 KM/H SPEED LIMITS?

Many respondents who would not recommend that 30 km/hr speed limits be introduced in shopping areas that currently have speed limits of 50 km/hr are not convinced that the lower speed limits make/would make a positive difference. Promoting public awareness around the difference that these speed limits do make would help change this misconception.

*"A 30km/h limit is not enforceable, because the road distances covered by the limits are too short. Such limits are tokenism, and pointless."*

*"Those that still have a 50km/hr limit do not seem to have any major issues that I have noticed. I have yet to see published any data to show benefit from those areas where change has already occurred."*

*"Traffic flow is impacted, there is driver frustration and I'm not sure that there is research and evidence that reduced speed limits has a positive affect."*

*"The number of people using these shopping areas should be considered as not all suburban shopping areas are particularly busy with people. The shops are used by motorists who stop whilst passing through the area. I don't know of any other similar shopping areas that I feel need a speed limit reduction."*

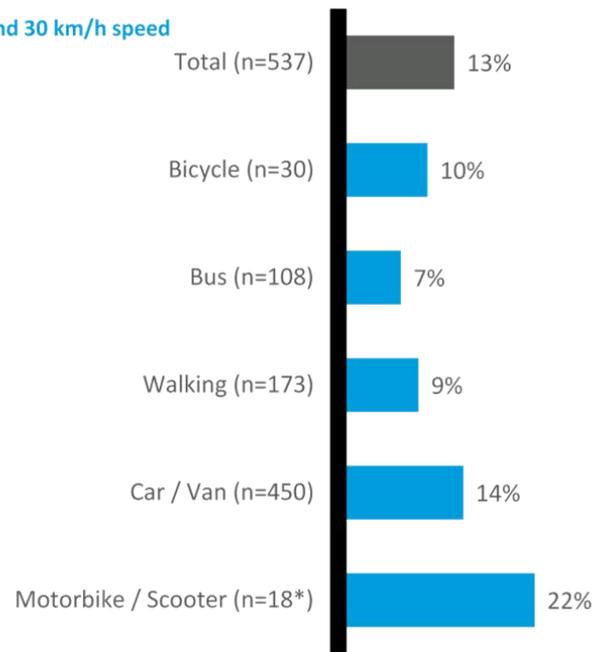


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## ARE RESPONDENTS WHO USE A SPECIFIC TYPE OF TRANSPORT MODE MORE LIKELY TO NOT RECOMMEND REDUCED SPEED LIMITS?

Support for reduced speed limits is higher amongst bicyclists, pedestrians and those respondents who use public transport, with these respondents being less likely than overall respondents to not recommend reduced speed limits. Respondents who use motorbikes/scooters are more likely to not recommend reduced speed limits.

% who would not recommend 30 km/h speed limit



\*Small Base

Q12. Based on your experience travelling through or living in/around shopping areas with 30 km/hr speed limits, would you recommend that the speed limit be reduced to 30 km/hr in similar shopping areas that currently have a speed limit of 50 km/hr?

Base: All Respondents

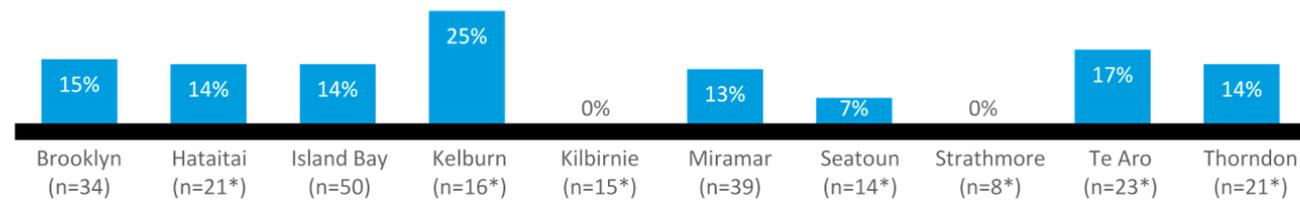
20

## ARE RESPONDENTS WHO LIVE IN SPECIFIC SUBURBS MORE LIKELY TO NOT RECOMMEND REDUCED SPEED LIMITS?

Support for reduced speed limits is high amongst Kilbirnie and Strathmore residents, with no respondents who live in these areas saying they would not recommend reduced speed limits to similar shopping areas that currently have 50 km/h speed limits. In other suburbs, there are similarly low percentages of respondents who would not recommend 30 km/h speed limits. The exception is Kelburn, with a quarter of respondents who live in this suburb saying they wouldn't recommend reduced speed limits. As the base sizes for many of these suburbs are small, however, these results are just indicative.

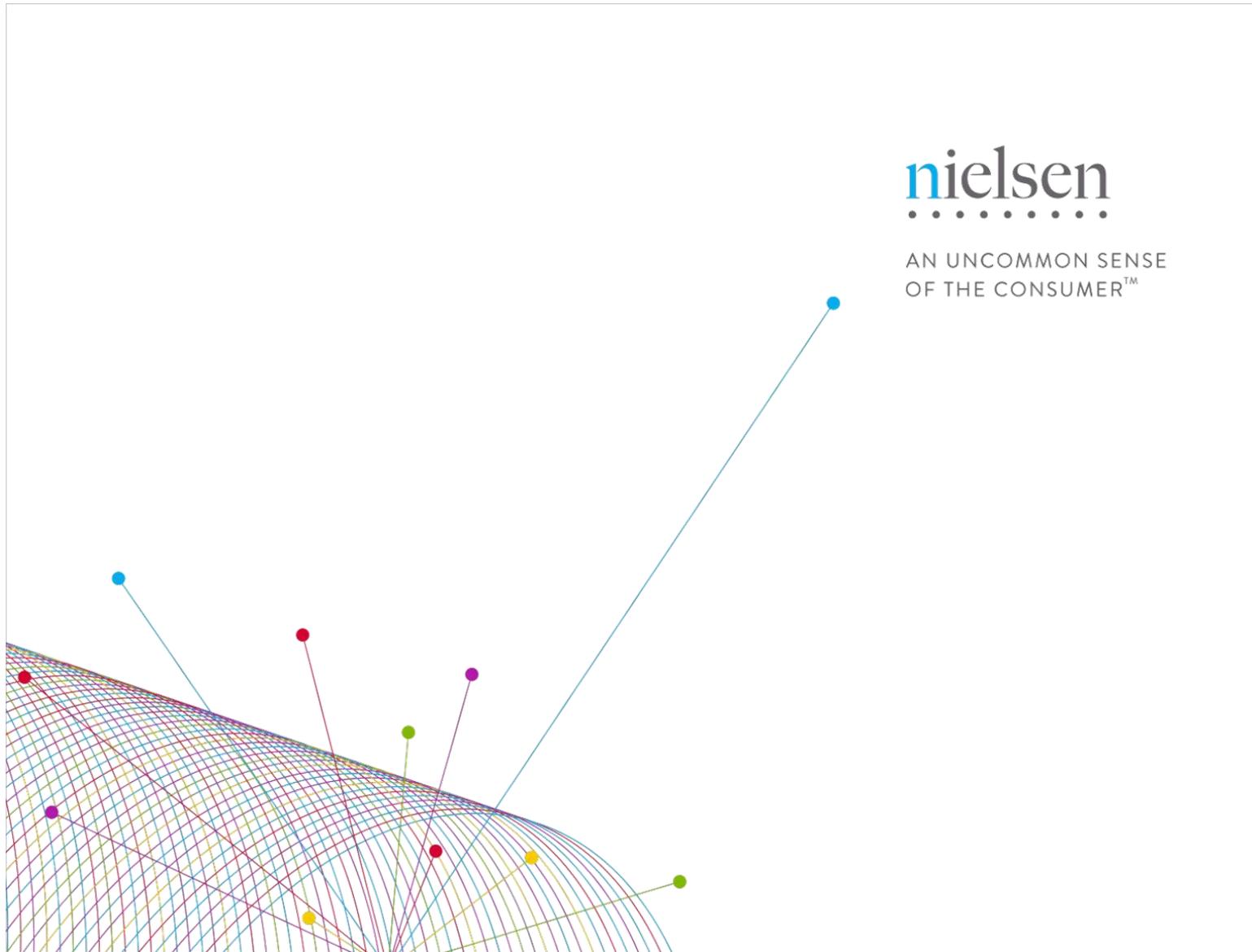
% who would not recommend 30 km/h speed limit

\*Small Base.



**Q12. Based on your experience travelling through or living in/around shopping areas with 30 km/hr speed limits, would you recommend that the speed limit be reduced to 30 km/hr in similar shopping areas that currently have a speed limit of 50 km/hr?**

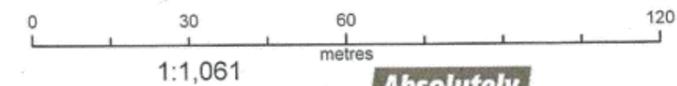
Base: Respondents who live in target suburbs (n=241)







### Berhampore Shopping Area Proposed 30km/h Speed Limit Boundary



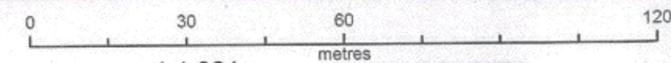
MAP PRODUCED BY  
Wellington City Council  
101 Vainafalo Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3  
DATE: 26/10/2015  
AUTHOR: NIQI  
REFERENCE:





### Khandallah Shopping Area Proposed 30km/h Speed Limit Boundary



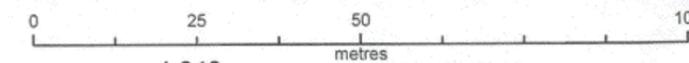
MAP PRODUCED BY  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE A3  
DATE 29/10/2015  
AUTHOR: HWJ  
REFERENCE:





## Northland Shopping Area Proposed 30km/h Speed Limit Boundary

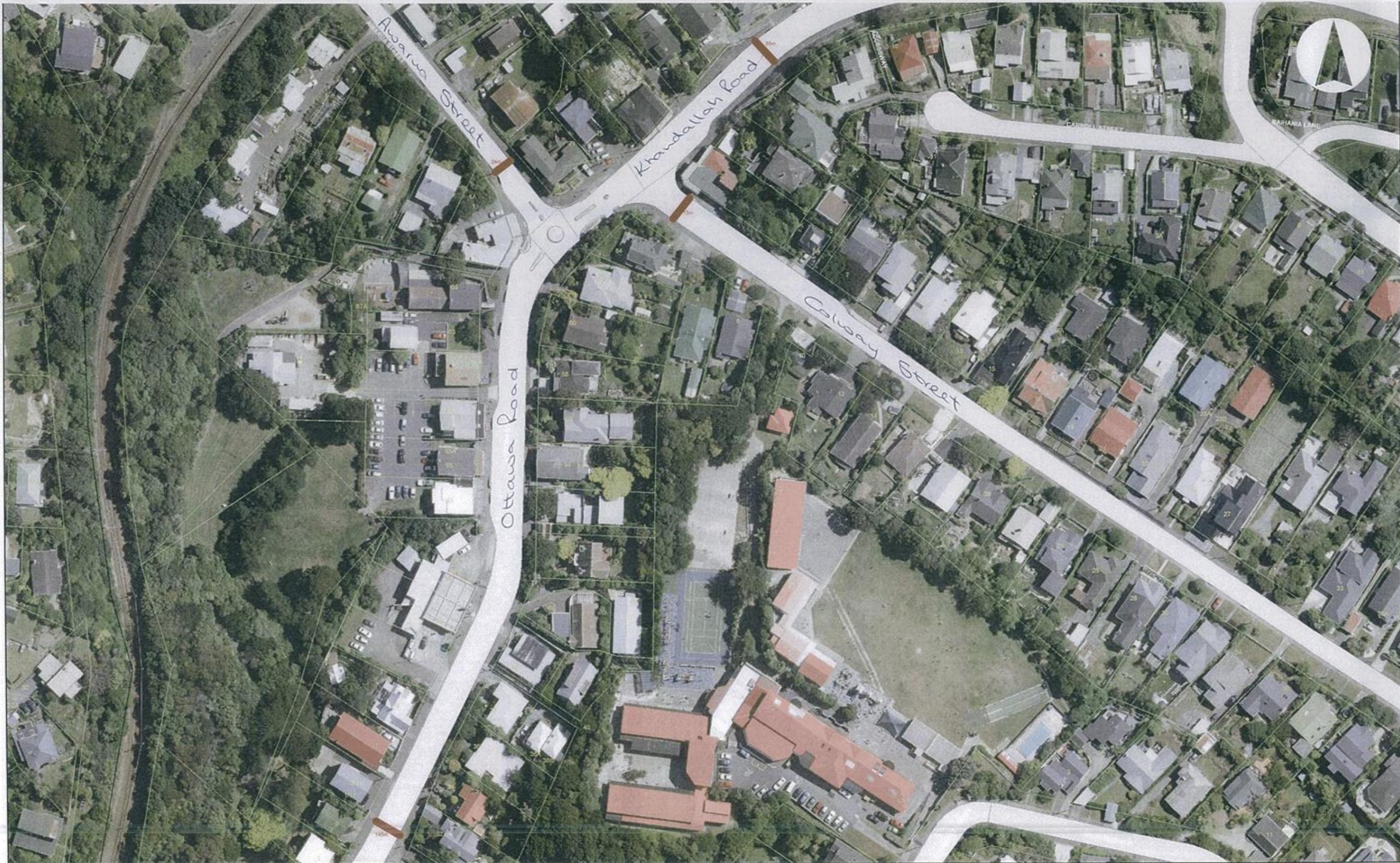


1:848

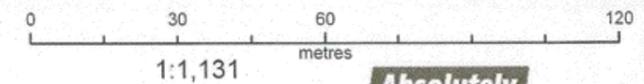
MAP PRODUCED BY:  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3  
DATE: 29/10/2015  
AUTHOR: HIGZ  
REFERENCE:

**Absolutely**  
**POSITIVELY**  
ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL **Wellington**



### Ngaio Shopping Area Proposed 30km/h Speed Limit Boundary



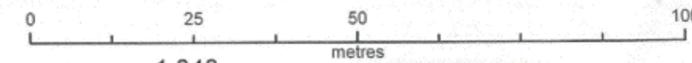
MAP PRODUCED BY:  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3  
DATE: 28/10/2015  
AUTHOR: NIB2  
REFERENCE:

**Absolutely**  
**POSITIVELY**  
ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL **Wellington**



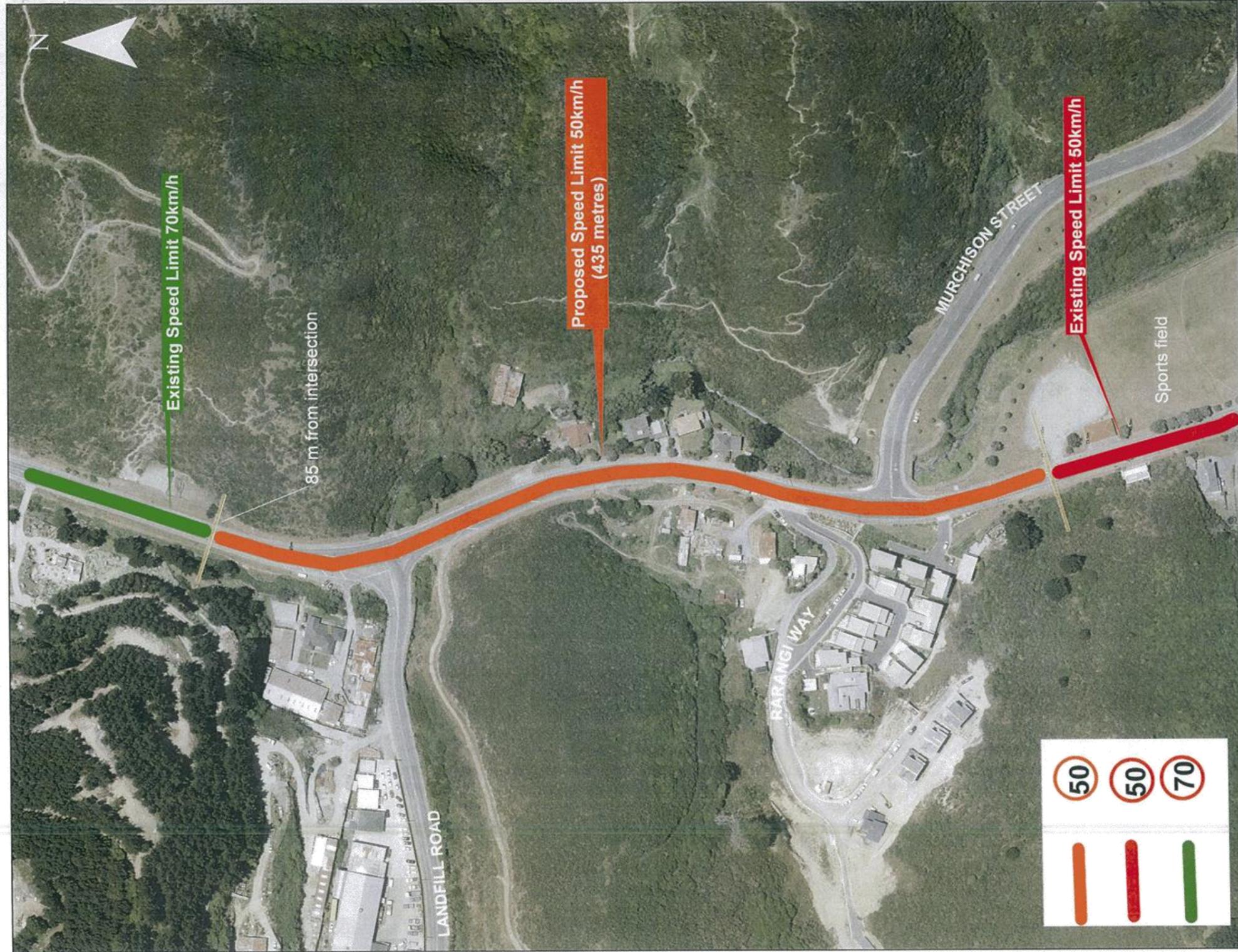
## Wadestown Shopping Area Proposed 30km/h Speed Limit Boundary



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

ORIGINAL MAP SIZE: A3  
DATE: 29/10/2015  
AUTHOR: NI2  
REFERENCE:

**Absolutely**  
**POSITIVELY**  
ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL **Wellington**



Happy Valley Road - Owhiro Bay  
Proposed 50 Km/h Speed Limit

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## TRAFFIC RESOLUTIONS

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### 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 13 October 2015, giving the public 23 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 Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
  - a. Confirmation of Shared Zone at all times, and a revision of the current signs and road markings in place after public consultation in July 2015 – Bond Street, Te Aro (TR96-15)

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Loading zone - goods vehicles and authorised vehicles only,	Southwest side, commencing 51.5 metres northwest of its intersection with St Hill Street (x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 17.5 metres.

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

Column One	Column Two	Column Three
Bond Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am –	Southwest side, commencing 3.5 metres northwest of its intersection with St Hill Street

6:00pm, Friday 8:00am -  
8:00pm, Saturday and  
Sunday 8:00 - 6:00pm.

(Grid coordinates x= 1748689.6  
m, y= 5427611.3 m), and  
extending in a north-westerly  
direction following the kerbline  
for 40.5 metres. (7 parallel  
carparks)

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

Column One	Column Two	Column Three
Bond Street	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am - 6:00pm.	Northeast side, commencing 69.5 metres southeast of its intersection with Willis Street (Grid coordinates x= 1748637.36 m, y= 5427685.19 m), and extending in a south- easterly direction following the kerbline for 17.5 metres.

Delete from Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Motorcycle parking, at all times.	Southwest side, commencing 69 metres northwest of its intersection with St Hill Street (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 8 metres.

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions  
Schedule

Column One	Column Two	Column Three
St. Hill Street	Loading zone - goods vehicles and authorised vehicles only,	Eastern side, commencing 34 metres south of its intersection with Bond Street (x= 1748692.5 m, y= 5427608.5 m), and extending in a southerly direction following the eastern kerbline for 27 metres.

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

Column One	Column Two	Column Three
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Bond Street	No stopping, at all times	Northeast side, commencing 44.3 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,666.8 m, y= 5,427,650.8 m), and extending in a north-westerly direction following the northern kerb line for 24 metres and the western boundary adjacent to the parklet area for 8 metres
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Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Loading Zone, 10 minutes max, Goods and Authorised vehicles only	Southwest side, commencing 2.7 metres northwest of its intersection with St Hill Street at (x= 1,748,687.3 m, y= 5,427,613.9 m), and extending in a north-westerly direction following the kerblines for 6 metres
	Loading Zone, 10 minutes max, Goods And Authorised Vehicles only	Southwest side, commencing 52.8 metres northwest of its intersection with St Hill Street at (x= 1,748,656.0 m, y= 5,427,653.3 m), and extending in a north-westerly direction following the kerblines for 6 metres

Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Motorcycle Parking At All Times	Southwest side, commencing 58.8 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,656.0 m, y= 5,427,653.3 m), and extending in a north-westerly direction following the kerblines for 6 metres.

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

Column One	Column Two	Column Three
Bond Street	DC, CC, FC Registered	Northeast side, commencing at

Vehicles, At All Times 0.3 metres from its intersection with St Hill Street at (Grid coordinates x= 1,748,693.7m, y= 5,427,619.5 m), and extending in a north-westerly direction following the northern kerb line for 20.7 metres.

Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Bond Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 12 metres. (2 parallel carparks)

Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bond Street	Shared Zone At All Times	From its intersection with Victoria Street to its intersection with Willis Street

Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
St. Hill Street	Motorcycle Parking At All Times	Southeast side, commencing 55.1 metres south of its intersection with Bond Street (Grid coordinates x= 1,748,692.49 m, y= 5,427,608.50 m), and extending in a southerly direction following the eastern kerbline for 6 metres.

Add to Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
St. Hill Street	Loading zone, 10 mins max. Goods and authorised	Eastern side, commencing 34 metres south of its intersection

vehicles only,

with Bond Street (x= 1748692.49 m, y= 5427608.5 m), and extending in a southerly direction following the eastern kerbline for 21 metres.

b. Loading Zone – Leeds Street, Te Aro (TR97-15)

Remove from Schedule D (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Loading Zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 22 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658779.994646 m, Y=5988846.408308 m) and extending in a northerly direction following the kerbline for 11 metres.

Remove from Schedule D (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 33 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748758.1 m, y= 5427134.3 m), and extending in a northerly direction following the kerbline for 35 metres. (6 parallel carparks)

Add to Schedule D (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Loading Zone – P10, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 22 metres north of its intersection with Ghuznee Street at Grid Coordinates x=1748767.28 m, y= 5427154.46 m, and extending in a northerly direction following the kerbline for 5.5 metres.

Add to Schedule D (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Loading Zone – P10, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 61.7 metres north of its intersection with Ghuznee Street at Grid Coordinates x= 1748783.25 m, y= 5427190.96 m, and extending in a northerly direction following the kerbline for 6 metres.

Add to Schedule D (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Leeds Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 27.5 metres north of its intersection with Ghuznee Street at Grid coordinates x= 1748769.67 m, y= 5427159.42 m, and extending in a northerly direction following the kerbline for 34.2 metres. (6 parallel carparks)

- c. Changes to Traffic & Parking on Johnsonville, Broderick and Moorefield Roads -  
Johnsonville Roading Improvements – Johnsonville (TR98-15)

Delete from Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C  
(Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F  
(Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings)  
Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Johnsonville Road	Bus Stop, At All Times.	East side, commencing 5 metres from an extension of the southern kerbline of Corlett St and extending in a northerly direction following the kerbline for 12 metres.
	No Stopping, At All Times.	East side, commencing 30 metres from an extension of the southern kerbline of Corlett St and extending in a northerly direction following the kerbline for 13.5 metres.
	No Stopping, At All Times.	East side, commencing 50 metres from an extension of the northern kerbline of Broderick

	Bus Stop, At All Times.	Road and extending in a northerly direction following the kerbline for 12 metres. East side, commencing 92 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 19 metres.
	Taxi Stand, At All Times.	East side, commencing 111 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 21 metres.
	No Stopping, At All Times.	East side, commencing 180 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 17 metres.
	Time Limited Parking P30 Maximum, Monday to Sunday 8:00 - 6:00pm.	West side, commencing 40m south of its intersection with Bill Cutting Place and extending in a southerly direction following the kerbline for 23metres.
Broderick Road	No Stopping, At All Times and Time Limited Parking P120 Maximum, Monday to Sunday 8:00 - 6:00pm.	North side, commencing at its intersection with Moorefield Road and extending in an easterly direction following the kerbline for its entire length.
	Time Limited Parking P120 Maximum, Monday to Sunday 8:00 - 6:00pm.	South side, commencing 102 metres south of its intersection with Johnsonville Road and extending in a westerly direction following the kerbline for 47 metres.

Add to Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Johnsonville Road	No Stopping, At All Times.	East side, commencing 5 metres from an extension of the southern kerbline of Corlett St (Grid Coordinates X=402595.908m, Y=808262.742m) and extending in a northerly

Bus Stop, At All Times.	direction following the kerbline for 12 metres. East side, commencing 30 metres from an extension of the southern kerbline of Corlett St (Grid Coordinates X=402586.413m, Y=808286.566m) and extending in a northerly direction following the kerbline for 13.5 metres.
Time Restricted Parking, P30 maximum Monday to Sunday 8:00 - 6:00pm.	East side, commencing 50 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402606.149m, Y=808535.416m) and extending in a northerly direction following the kerbline for 12 metres.
Bus Stop, At All Times.	East side, commencing 92 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402602.089m, Y=808577.199m) and extending in a northerly direction following the kerbline for 40 metres.
Taxi Stand, At All Times.	East side, commencing 180 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402595.477m, Y=808663.647m) and extending in a northerly direction following the kerbline for 17 metres.
Bus Stop, At All Times.	West side, commencing 40m south of its intersection with Bill Cutting Place (Grid Coordinates X=402581.200m, Y=808694.869m) and extending in a southerly direction following the kerbline for 23 metres
Cycle lane, at all times	West side, commencing from its intersection with Fraser Ave (Grid Coordinates X=402578.037m, Y=808256.418m) and extending in a northerly

	Cycle lane, at all times	direction following the kerbline to its intersection with Moorefield Road. East side, commencing from its intersection with Burgess Road (Grid Coordinates X=402606.516m, Y=808775.651m) and extending in a southerly direction following the kerbline to its intersection with Disraeli Street.
	Shared Path, at all times	East side, commencing from its intersection with Disraeli Street (Grid Coordinates X=402595.157m, Y=808420.889m) and extending in a southerly direction following the kerbline to its intersection with Newlands Road.
	Shared Path, at all times	West side, commencing 32m North of its intersection with Bill Cutting Place (Grid Coordinates X= 402369.915m, Y= 808662.432m) and extending in a northerly direction following the kerb line to its intersection with Moorefield Road.
Broderick Road	No Stopping, At All Times.	North side, commencing at its intersection with Moorefield Road (Grid Coordinates X=402306.305m, Y=808535.604m) and extending in an easterly direction following the kerbline for its entire length.
	No stopping, at all times	South side, commencing 102 metres west of its intersection with Johnsonville Road (Grid Coordinates X=402476.392m, Y=808489.415m) and extending in a westerly direction following the kerbline for 47 metres.
	Cycle lane, at all times	North side, commencing at its intersection with Moorefield Road (Grid Coordinates X=402306.305m, Y=808535.604m) and extending in an easterly

		direction following the kerbline for its entire length.
	Cycle lane, at all times	South side, commencing at its intersection with Johnsonville Road (Grid Coordinates X= 402585.388m, Y= 808473.667m) and extending in an westerly direction following the kerbline to its intersection with Moorefield Road.
Moorefield Road	No stopping, at all times	West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402283.726m, Y= 808520.566m) and extending in a southerly direction following the kerb line for 70 metres
	No stopping, at all times	West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402287.271m, Y= 808529.988m) and extending in a northerly direction following the kerb line for 140 metres
	No stopping, at all times	East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402297.983m, Y= 808519.202m) and extending in a southerly direction following the kerb line for 100 metres
	No stopping, at all times	East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402306.305m, Y= 808535.604m) and extending in a northerly direction following the kerb line for 60 metres
	Shared Path, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402362.897m, Y= 808654.950m) and extending in a southerly direction following the kerb line to 140 metres south of its intersection with Hamia Street.
	Shared Path, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402369.915m, Y= 808662.432m) and extending in

Bassett Road	Shared Path, at all times	a northerly direction following the kerb line to its intersection with Bassett Road Street. East side, commencing at its intersection with Ironside Road (Grid Coordinates X= 402595.158m, Y= 808984.510m) and extending in a southerly direction following the kerb line to its intersection with Middleton Road. 25 metres west of its intersection with Moorefield Road (Grid Coordinates X= 402603.232m, Y= 808978.049m).
	Pedestrian Crossing.	
Middleton Road	No stopping, at all times	North Side, commencing at its intersection with Bassett Road (Grid Coordinates X= 402625.487m, Y= 808955.986m) and extending in an easterly direction following the kerb line for 65 metres
	No stopping, at all times	South Side, commencing at its intersection with Helston Road (Grid Coordinates X= 402634.560m, Y= 808950.479m) and extending in an easterly direction following the kerb line for 65 metres

## Background

Three proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 13 October 2015. 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.

After reviewing the feedback received, two proposals are being recommended for approval as advertised, and Bond Street has a minor amendment.

A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
- any feedback received
- where appropriate, Council Officers responses to the feedback

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**Attachments**

Attachment 1.	TR96-15 Bond Street - Te Aro	Page 94
Attachment 2.	TR97-15 Leeds Street - Te Aro	Page 115
Attachment 3.	TR98-15 Johnsonville Roding Improvements - Johnsonville	Page 120

Authors	Lindsey Hill, Project Coordinator Charles Kingsford, Principal Traffic Engineer
Authoriser	Anthony Wilson, Chief Asset Officer

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## **SUPPORTING INFORMATION**

### **Consultation and Engagement**

Recommendations have been publically 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.

## PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 96 – 15
- Location:** Bond Street - Te Aro
- Proposal:** Confirmation of Shared Zone at all times, and a revision of the current signs and road markings in place after public consultation in July 2015.
- Information:** Background to the Shared Zone.

The key objectives for the Shared Zone Activation project in Bond Street, instigated by the Urban Design team, was to attract more people to the street, raise the profile of the businesses located there and improve the perception of the street to support long-term economic sustainability. The streetscape changes were aimed to enhance the pedestrian experience and make it a summer destination. Although a strategically important central city space, Bond Street was seen as being dominated by vehicle traffic.

It is understood that local retailers have been calling for Wellington City Council to make improvements to Bond Street for about six years. A permanent shared-use streetscape concept was prepared and costed, however this was not considered a priority for investment at the time. The Bond Street activation scheme offered a smaller-scale, temporary project to enliven the space and improve the pedestrian experience without the need for large-scale investment.

### Development of the Shared Zone

Development of the Shared Zone project commenced in mid-2014. Local businesses and residents were consulted on development of the project from October 2014 and throughout the duration of the scheme.

The Bond Street activation was implemented between January 25<sup>th</sup> and 28<sup>th</sup> 2015. The project was launched on January 28<sup>th</sup> and initially planned to run for three months until April 28<sup>th</sup> 2015.

Urban Design worked with City Networks roading, traffic engineers and street activities to implement this change.

The majority were supportive of proposals to activate the street at the commencement of the project.

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### Past and current proposals

Due to the perceived success of the temporary activation of Bond Street it was decided that there was a strong case for the scheme to be placed on a more permanent footing and to this end, Council undertook a formal Traffic Resolution consultation process in July 2015 reflecting the current parking arrangement on Bond Street, and in accordance with Part 7 of the Wellington Consolidated By-Law 2008. This consultation approach was considered the most appropriate means to ensure a layout, to meet both the needs of the local business community and the public, could be met.

WCC received six submissions following this consultation process. The consideration of these submissions, has led to a modified parking layout (September 2015 – Plan 2) which is now proposed with amendments (December 2015 – Plan 1). This layout addresses the concerns raised with regard to the location of the loading zone and the loss of parking in the area. The seating area and diplomatic parking has not changed. Half of the motorcycle parks have been relocated to nearby St Hill Street at the Manners Street end to make way for a six metre loading zone at the Willis Street end of Bond Street. Two pay and display parking spaces have been added to Bond Street. Overall, the changes have resulted in the loss of 1 loading space in Bond and one in St Hill Streets but with improved amenity for parking and a loading zone location to service the northern end of Bond Street and Willis Street businesses.

Seating areas contained within the current and proposed arrangement are for the benefit of the public and are not restricted to use by any one business.

Those who submitted as part of the July consultation process were informed of the September 2015 traffic resolution consultation process.

### Research results after changes made to Bond Street

Eleven businesses took part in the research project and all but one were positive about the changes to Bond Street. The research study has indicated that business owner perceptions are now of a 'vibrant social space and destination' with a raised profile.

The WCC Research Team undertook an evaluation of the project through gathering data prior to and during the project. This measured increase in footfall, length of time spent in the street, changes in public perception, and economic benefit. There was a

## PROPOSED TRAFFIC RESOLUTION

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significant increase in the pedestrian presence in the street during the activation period (23% average increase in people entering street over lunch periods, 15% average increase in people exiting over the same time). There was also a significant (and predictable) decrease in vehicle traffic in the street (35% decrease in vehicles entering and 40% decrease in vehicles existing over lunchtime periods). Public perception showed the most significant response with 90% of respondents saying that Bond street is better or much better.

There were no accidents relating to the shared-use status of the road reported or communications received regarding pedestrian or vehicle safety. The concerns raised regarding access to the Dominion Building were answered and kept under review throughout the project.

### Parking enforcement/revenue during the Activation period

Enforcement Data provided by Parking Services showed a pro-rata 42% increase in enforcement notices with the shared zone in place since February 2015. This could be seen as reflecting the reduced opportunity to park or load in Bond Street. The current proposal will increase the amount of kerbside parks and loading and responds to both the submissions received and the enforcement data.

Revenue The seven pay and display car parks in Bond Street generated \$42k in 2014 (excludes smartpark or phone2park revenue). This averaged \$6k per space. These car parks were removed as part of the shared zone project, however it is now proposed to reinstate two of the previous seven car parks.

### Concluding Recommendations

#### **Option A**

The current traffic resolution proposed was publicly consulted on in October 2015, with a modification to:

1. Add a No Stopping restriction alongside the southern boundary of Parklet 1 and across the adjacent driveway entrance and
2. Relocate the planters in Parklet 1 one metre clear of the driveway entrance (See Plan 1)

This is to address the operational issues that have been raised by the submitter(s) to meet the loading, parking and road safety needs in Bond Street.

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**Option B**

However, if Councillors do not agree with the proposed layout and modifications in A1 & A2 above, and wish to see Bond Street revert to its pre-activation state, the parking arrangements can revert back to the pre-Activation arrangement. The legal descriptions on pages 4-7 inclusive of the proposed traffic resolution will not be applicable as the current traffic resolutions pre-Activation will stand.

**Key Dates:**

- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper   | 13 October 2015 |
| 2) Feedback period closes.  | 5 November 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval.             | 9 December 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                 |

**Legal Description:**

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Loading zone - goods vehicles and authorised vehicles only,</i>	<i>Southwest side, commencing 51.5 metres northwest of its intersection with St Hill Street (x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 17.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Metered parking, P120 Maximum, Monday to</i>	<i>Southwest side, commencing 3.5 metres northwest of its intersection with St Hill Street</i>



Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00 - 6:00pm. (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 40.5 metres. (7 parallel carparks)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am - 6:00pm.	Northeast side, commencing 69.5 metres southeast of its intersection with Willis Street (Grid coordinates x= 1748637.36 m, y= 5427685.19 m), and extending in a south-easterly direction following the kerbline for 17.5 metres.

Delete from Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	Motorcycle parking, at all times.	Southwest side, commencing 69 metres northwest of its intersection with St Hill Street (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 8 metres.

Delete from Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>St. Hill Street</b>	Loading zone - goods vehicles and authorised vehicles only,	Eastern side, commencing 34 metres south of its intersection with Bond Street (x= 1748692.5 m, y= 5427608.5 m), and extending in a southerly direction following the eastern kerbline for 27 metres.

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



<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	No stopping, at all times	Northeast side, commencing 44.3 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,666.8 m, y= 5,427,650.8 m), and extending in a north-westerly direction following the northern kerb line for 24 metres and the western boundary adjacent to the park-let area for 8 metres

*Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	Loading Zone, 10 minutes max, Goods and Authorised vehicles only	Southwest side, commencing 2.7 metres northwest of its intersection with St Hill Street at (x= 1,748,687.3 m, y= 5,427,613.9 m), and extending in a north-westerly direction following the kerblines for 6 metres
<b>Bond Street</b>	Loading Zone, 10 minutes max, Goods And Authorised Vehicles only	Southwest side commencing 52.8 metres northwest of its intersection with St Hill Street at (x=1,748,656.0 m, y=5,427,653.3 m) and extending in a north-westerly direction following the kerblines for 6 metres

*Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	Motorcycle Parking At All Times	Southwest side, commencing 58.8 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1,748,656.0 m, y= 5,427,653.3 m), and extending in a north-westerly direction following the kerblines for 6 metres.



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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>DC, CC, FC Registered Vehicles, At All Times</i>	<i>Northeast side, commencing at 0.3 metres from its intersection with St Hill Street at (Grid coordinates x= 1,748,693.7m, y= 5,427,619.5 m), and extending in a north-westerly direction following the northern kerb line for 20.7 metres.</i>

Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a north-westerly direction following the kerbline for 12 metres. (2 parallel carparks)</i>

Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Shared Zone At All Times</i>	<i>From its intersection with Victoria Street to its intersection with Willis Street</i>

Add to Schedule B (Motorcycle parking) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>ST. Hill Street</b>	<i>Motorcycle Parking At All Times</i>	<i>Southeast side, commencing 55.1 metres south of its intersection with Bond Street (Grid coordinates x= 1,748,692.49 m, y= 5,427,608.50 m), and extending in a southerly direction following</i>

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*the eastern kerbline for 6 metres.*

Add to Schedule B (Loading Zone Restrictions) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>St. Hill Street</b>	<i>Loading zone, 10 mins max. Goods and authorised vehicles only,</i>	<i>Eastern side, commencing 34 metres south of its intersection with Bond Street (x= 1748692.49 m, y= 5427608.5 m), and extending in a southerly direction following the eastern kerbline for 21 metres.</i>

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)

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

Date:

**WCC Contact:**

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## PROPOSED TRAFFIC RESOLUTION

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### Feedback Received:

**Submitter:** Terry Twyneham (on behalf of Banks Peninsula Trust)  
**Address:** Wellington  
**Agrees with proposal:** No

### Comments:

I represent Banks Peninsula Trust the owner of a number of both office and retail buildings on Bond Willis and Manners Streets. Banks Peninsula Trust **Oppose** this Traffic Resolution.

Both Bond Street and St Hill Street have been and will always be an important Goods Service Area servicing all manner of business activities in the surrounding areas of Bond Willis Manners Mercer and Victoria Streets. The Bond Street and St. Hill Street area has become far more important as Service Vehicle area and essential since the introduction of the bus lanes and the removal of Loading Zones on the surrounding streets to make the bus lanes possible. Until the commencement of the Activation Experiment Bond Street also provided seven Shoppers Carparks servicing the previously mentioned Streets.

While any effort to improve the attractiveness of the area for pedestrians is welcomed the true motive behind this Traffic Resolution is to provide Café Seating not on the footpath but on the Bond Street roadway. This seating does not warrant the traffic disruption that is currently being caused by the "Extended Activation" of Bond Street. To now consider extending this disruption to St. Hill Street is taking the whole matter to desperation level to provide this Café roadway seating. St. Hill Street is already congested and large service vehicles must exit St Hill Street by backing out of the Street and into the intersection of Bond and Victoria Streets because the turning area is on private land and is usually occupied by other vehicles. This backing manoeuvre is a danger to traffic pedestrians and other road and footpath users.

There are a number of concerns one of which is there seems no plan to charge the Three Bond St Cafes (Café Mojo Café Canteen and the Fishermans Plate) an Encroachment Fee. I understand this is because the seating is for all members of the public. Well if that is so the Three Cafes should be made to put up signage to say that is the case. Since the beginning of the Activation the Three Cafés have managed the seating area as if it was for the exclusive use of their customer's. In fact when Roy sold Café Canteen this year the For Sale advertisement stated the Café came with its own outdoor seating area. Is it now WCC Policy that no Encroachment Fee is payable if a Café allows any member of the public to use its seating area when on public land? If so we have a number of tenants who pay Encroachment Fees who may wish to stop doing so by simply allowing the public to use their footpath tables and chairs.

It was noted that during the winter months Three Café proprietors did not regularly put out the WCC provided furniture so the seating was unavailable to the public most of the time even on fine days. At all times when not being used for seating the seven shoppers carparks were

## **PROPOSED TRAFFIC RESOLUTION**

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unavailable because they were cordoned off by over sized plastic pots. The furniture is also unavailable to the public during weekends because the Cafes do not open.

The seating will not be available during the Christmas break or on other Public Holidays as the Three Cafes do not open. During this past sunny Labour Weekend the Three Cafes were closed and so no public seating was provided. Interestingly the one Café that did put out WCC furniture was Café Pandoro on the corner of Bond and Willis Streets which is not part of the Bond Street Three Café group and so must pay an Encroachment Fee. I am sure if the Three Cafes had to pay an Encroachment Fee they would have been open as well. One can only assume that the Three Cafes are not as enthusiastic about the claimed increased business benefits (Bond St Activation Project Evaluation Draft) the free roadway seating supposedly brings as the WCC is. If the claimed business benefits were real the Three Cafes would be open normal trading hours seven days per week just as their neighbours Café Pandoro and the Victoria St Café are.

It would appear that if the WCC is going to treat this Traffic Resolution seriously the WCC will have to construct at Ratepayer expense some sort of permanent roadway seating area outside the Cafes which is not reliant on the Three Bond Street Cafes for the availability of this public seating.

We find it difficult to understand the statement in the Proposed Traffic Resolution document "The streetscape changes were aimed to enhance the pedestrian experience and make it a summer destination" Why then has this disruptive Activation which was meant to end on 28th April continued through the winter and after the full benefits of WCC involvement by way of entertainment and other activities were no longer being provided. If one thing has been proven by this costly Activation experiment it is that WCC involvement by providing Ratepayer funded entertainment activities is necessary to make the Activation any sort of success. If that success does pass onto the Three Bond Street Cafes as claimed by numerous WCC Officers there is a stronger claim for those Three Bond Street Cafes to pay an Encroachment Fee. If the WCC continue not to charge the Three Cafes an Encroachment Fee the WCC must change its Encroachment Fee Policy for footpath and road use by private business and allow those business free use of the footpaths and roadsides provided the Use is for the Public. If the Encroachment Fee Policy is not changed while the Three Cafes continue to benefit from increased business turnover while the Ratepayer endures the costs of the Activation two Traffic Resolutions road marking signage and lost parking revenue then these costs can only be seen as a promotional subsidy to directly benefit the Three Bond Street Cafes and not the wider community as claimed by WCC Officers. The other Cafes in the area who pay an Encroachment Fee will tell you the Activation was of no benefit to them.

The Deputy Mayor was reported in the newspaper as saying the Activation budget was \$100,000.00; does anyone know how much the Activation has now cost? We would like to know and have asked the WCC but have not been answered. This matter has now gone on for nearly ten months. From day one we have been asking who is responsible and how much is this cost? No longer do the Mayor and the Deputy Mayor and the two enthusiastically supportive Councillors seem to have anything to do with the Activation and obviously neither does the CEO. We can only assume this Activation has now cost some \$200,000.00 of

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Ratepayers money that is if one is to add the initial budget plus the loss of carparking and fine revenue plus the cost of preparing the two Traffic Resolutions. The Mayor wrote on the 20/2/15 relating to the Bond Street Activation "These are small cost effective projects installed temporarily to rejuvenate space" She then went onto say "and I stand behind the promotion expenditure" Either the Mayor has been misled by WCC Officers or the Mayor and the Councillors are being manipulated by the unelected WCC Officers to achieve their own ambitions; or the Mayor and the Councillors simply have no idea about what is happening three minutes walk from their office.

What makes this huge expenditure even more offensive is the statement in the Proposed Traffic Resolution document. "Local retailers have been calling for WCC to make improvements to Bond Street for about six years" In fact building owners and others have been asking the WCC for 12 years for footpath and street lighting improvements. The best that was ever done by the WCC was to water blast the Bond Street south side footpath and then to follow up that by painting that footpath with black paint. This left the pavement in even worse condition than before. The footpath is now in places a tripping hazard.

The proposed reshuffle of the loading zones car and motorcycle parking will not make Bond Street or St Hill Street less congested or more usable or for that matter more attractive. The motor cycle parking in the area needs to double. The extreme shortage of bicycle parking has not been addressed and that is before you even consider where trucks couriers and private cars can park. Put these two streets back the way they were. While it was never perfect both Bond Street and St Hill Street worked well and were usable for all who needed to use them and for what they were designed for which was not eating and drinking coffee on the side of a narrow roadway.

To sum up it is our opinion that this Proposed Traffic Resolution is based on an expensive and failed Activation experiment which seems to have a very suspect history and supporting research results and has no other purpose than to try and hide unjustified uncontrolled expenditure by WCC Officers solely for the benefit of the Three Bond Street Cafes irrespective of any amount of ratepayer expense or traffic disruption caused.

Banks Peninsula Trust **Oppose** this Proposed Traffic Resolution (TR 96-15 Bond Street and St. Hill Street- TeAro)

### **Urban Design response:**

Wellington City Council (WCC) is undertaking a formal Traffic Resolution process to agree the revised roadway layout for Bond Street in accordance with Part 7 of the Wellington Consolidated By-Law 2008. We consider that this is the most appropriate approach to ensure that we reach an agreed roadway layout to meet both the needs of the local business community and the public.

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A Traffic Resolution proposal was developed and consulted on during July 2015 with the intent of submitting this to the Transport & Urban Development Committee on September 10th. WCC received six submissions relating to the Bond Street Traffic Resolution consultation. Following due consideration of comments WCC withdrew their initial proposal and have prepared an alternative layout that addresses some of the concerns raised around access to loading zones and parking in the area.

This revised proposal will be considered by the Transport and Urban Development (TUD) Committee on 9 December 2015.

WCC recognises that while Bond Street is a well-used pedestrian route, its central Wellington location also make it strategically important for deliveries and parking. The revised roadway layout aims to achieve a balance between provision of quality public amenity space, the need for vehicle servicing to local businesses and parking provision.

Responding to comments received during the previous Traffic Resolution application, two pay and display car parks have been reintroduced to the scheme and the Bond Street loading zone has been divided into two to provide access at either end of the street.

The loading zone on Hill Street is maintained at its current size and orientation, but is relocated 6m to the north to accommodate an area of motorcycle parking at its southern (Manners Street) end.

Seating areas contained within the current arrangement are for the benefit of the public and are not restricted to use by any one business. For the seating areas to be associated with a specific retailer we would require that business to enter into a formal encroachment agreement and pay the associated license fee.

It should be noted that the Traffic Resolution establishes the change in layout of the roadway and not the ultimate use of the Parklet spaces.

\$100k was allocated to the temporary Activation project through the CBD Improvement budget in the 2014/15 financial year. Costs relating to the Traffic Resolution and responding to enquiries/objections are part of the duties of the Traffic Engineering team, and are covered by current salary allocations.

<b>Submitter:</b>	<b>George Bouras (on behalf of Lido Retail Limited)</b>
<b>Address:</b>	<b>Wellington</b>
<b>Agrees with proposal:</b>	<b>No</b>

### **Comments:**

This submission is on behalf of Lido Retail Limited, the owner of 75-87 Willis Street Wellington. This property is bounded by Mercer, Willis and Bond Streets with retail frontage and service access on Bond Street. We oppose the proposed traffic resolution

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TR 96-15 (Bond Street and St Hill Street - Te Aro) and make the following comments after reviewing the proposal and observing the use of the area since the temporary activation:

**REDUCED PARKING AND LOADING FACILITIES** Bond Street is used to service many businesses in the surrounding area including Willis Street. The proposed 'Parklet 2' on the southern side of Bond Street would result in the loss of approximately 4 parking or loading spaces compared to the situation before the temporary activation. This reduces the ability of service vehicles, clients and shoppers to access the surrounding businesses.

**COST ANALYSIS** The proposal notes a net reduction of 5 metered parking spaces. The annual income attributed to these is \$6,000 per parking space excluding smartpark and phone2park revenue. It's not clear if enforcement revenue has been included. As the proposed seating areas are for 'the benefit of the public and not restricted' we assume that no revenue will be collected from participating businesses. This leaves a net loss of the metered parking and enforcement revenue together with higher ongoing maintenance and replacement costs for the furniture, planters, plants and more extensive road painting. This leads us to question the cost benefit analysis of the proposal.

**OBSTRUCTION OF DRIVEWAYS** The activation has resulted in increased vehicles parking on the shared zone at the western end of Bond Street obstructing access to our driveway and the Bond Street Service Lane opposite. This is confirmed by the enforcement data, which shows a 42% increase in enforcement notices since February 2015. We have also seen an increase in unauthorised parking on our property, which has made access for our tenants and service vehicles difficult. In addition, our property has become an unofficial turning area which has been made worse by the activation. The reduced parking and loading facilities have directly resulted in increased illegal parking causing obstruction of driveways and become a major frustration to owners and tenants at the western end of Bond Street.

**BENEFITS ARE SEASONAL** The survey data shows the temporary summer activation did have some positive effects at lunchtimes during the summer period. What the data doesn't indicate is what happens outside those hours (for example during the mornings when the bulk of deliveries to surrounding businesses tend to be made) or at other times of the year. It was very noticeable that outside of the summer months the seating was used considerably less. Often the seating was not even put out, which led to a 'de-activation' of the street with empty areas surrounded by planters creating 'dead zones'. What this highlights, is that outside of the summer period the activation was considerably less effective with Bond Street often feeling quieter than before the temporary activation. The conclusion we draw is that the activation does not suit becoming permanent given that any benefits have a seasonal nature.

**SHARED ZONE SIGNAGE AND ROAD MARKINGS** The 'Shared Zone' has no signage or markings to communicate that there is no stopping in this area. Goods vehicles and private cars are often obstructing access to driveways. There should be signage indicating 'no stopping at all times' in this area and there should be broken yellow lines across the western edge of the shared zone and in front of our driveway kerb crossing (as there used to be before the red paint was applied).

**PARKLET 1 BOUNDARY NEAR DRIVEWAY** The green turf of proposed Parklet 1 currently extends past the start of the kerb crossing to our property. To make the driveway safer and to allow proper egress and manoeuvring for our property, the green turf area of Parklet 1 should be at least 1 metre back from the driveway kerb crossing.

**PROPOSED PARKLETS ON ROADWAY** Both proposed parklets are on roadway which we suggest it not suitable. Not having a clear delineation between the

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road and the seating areas for proposed Parklet 2 made the boundary hard to distinguish and allowed 'creep'. During the activation it was noticeable that on occasions the planters would move further into the street reducing the road width. This made it more difficult to access nearby properties and for vehicles to manoeuvre. EXTENT OF PARKLETS The proposal is to have two parklets approximately 25 metres apart. We would question why the Bond Street area would need two parklets so close together. Our view is that Parklet 1 (once an adjustment for proximity to the driveway is made) provides better amenity to the public, has a shape that lends itself to events, has less of an effect on servicing and parking in the area and can also link with the paving at the end of Bond Street to create a larger public area. The initial perception of Parklet 2 is that it's a dedicated encroachment area for the existing businesses. Any benefit from Parklet 2 would be much more localised to the nearby retailers and therefore questionable given that other businesses in the city pay encroachment fees for similar benefits. The use of Parklet 2 is also less flexible given its location and shape. In our view, the case for Parklet 1 (with suitable amendment for proximity to the driveway) would be much stronger than Parklet 2. SUMMARY We oppose proposed Traffic Resolution TR96-15 (Bond Street and St Hill Street - Te Aro) on the basis of reduced parking and loading facilities, increased illegal and unauthorised parking, increased obstruction of driveways, increased cost to the rate payer (including reduced metered parking and enforcement revenue) and the seasonal nature of any benefits of the proposal.

### **Urban Design response:**

Wellington City Council (WCC) is undertaking a formal Traffic Resolution process to agree the revised roadway layout for Bond Street in accordance with Part 7 of the Wellington Consolidated By-Law 2008. We consider that this is the most appropriate approach to ensure that we reach an agreed roadway layout to meet both the needs of the local business community and the public.

A Traffic Resolution proposal was developed and consulted on during July 2015 with the intent of submitting this to the Transport & Urban Development Committee on September 10th. WCC received six submissions relating to the Bond Street Traffic Resolution consultation. Following due consideration of comments WCC withdrew their initial proposal and have prepared an alternative layout that addresses some of the concerns raised around access to loading zones and parking in the area.

This revised proposal will be considered by the Transport and Urban Development (TUD) Committee on 9 December 2015.

WCC recognises that while Bond Street is a well-used pedestrian route, it's central Wellington location also make it strategically important for deliveries and parking. The revised roadway layout aims to achieve a balance between provision of quality public amenity space, the need for vehicle servicing to local businesses and parking provision.

Responding to comments received during the previous Traffic Resolution application, two pay and display car parks have been reintroduced to the scheme and the loading zone has been divided into two to provide access at either end of the street.

While parking and servicing remain an important function of the Street, the sunny aspect,

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relative tranquility of the space and central location offers significant opportunity for creation of amenity space where the public can linger and relax in a part of the CBD that has a deficit of such space.

The survey was directly associated with the summer Activation project and was not extended beyond its April 28th completion date. It should be noted that the Traffic Resolution establishes the change in layout of the roadway and not the ultimate use of the Parklet spaces.

The large planter pots were envisaged as providing delineation between roadway and Parklet space during the temporary Activation project and not as a permanent solution. In this small but strategically located central Wellington street, there was limited scope to create additional public space while maintaining vehicle access, servicing to local businesses and parking provision. Two Parklets were created to encourage visitors into the centre of the Street and to avoid concentrating users into one space.

Seating areas contained within the current arrangement are for the benefit of the public and are not restricted to use by any one business. For the seating areas to be associated with a specific retailer we would require that business to enter into a formal encroachment agreement and pay the associated license fee.

### **Traffic Engineer's response:**

Enforcement revenue is separate to the revenue from parking meters. Parking Services were issuing enforcement notices for the duration of the project. Strict enforcement of parking and delivery rules will continue in Bond Street as elsewhere in the city.

The Council are proposing new stopping at all times in the form of broken yellow line road markings within the space identified, should the roadway layout be formalised, and as requested.

The Council are also proposing the 1 metre adjustment of the planter(s) to clear the driveway as requested.

**Submitter:** Dennis Yiappos (on behalf of Algrove Investments Limited)  
**Address:** Kilbirnie, Wellington  
**Agrees with proposal:** No

### **Comments:**

Opposes the revised proposed traffic resolution TR96-15.

As you will be well aware Algrove Investments Limited put forward one of the 6 submissions in July 2015 which opposed TR61-15.

We note all 6 submissions were against TR61-15.

## **PROPOSED TRAFFIC RESOLUTION**

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

We do not believe the matters raised in our submission opposing TR61-15 have been addressed in the revised Traffic Resolution TR61-15.

We cannot understand who is driving this process and why, quite clearly there are no advocates for this as highlighted in the 6 submissions against TR61-15.

We support restitution of the status quo before this temporary arrangement was initiated.

The Council needs to take on board what the stakeholders are saying and quite clearly they do not want formalisation of a temporary arrangement that was supposed to be in place for last summer only.

There has been no empirical evidence supplied by council to show how this temporary activation project has benefited the stakeholders and as such they are obliged to return the Bond Street area to its former state as would be reasonably expected by the stakeholders.

We do not regard a couple of café owners having outside seating for effectively their exclusive use as beneficial weighed against what all other stakeholders are losing by giving up their space.

### **Urban Design response:**

Wellington City Council (WCC) is undertaking a formal Traffic Resolution process to agree the revised roadway layout for Bond Street in accordance with Part 7 of the Wellington Consolidated By-Law 2008. We consider that this is the most appropriate approach to ensure that we reach an agreed roadway layout to meet both the needs of the local business community and the public.

A Traffic Resolution proposal was developed and consulted on during July 2015 with the intent of submitting this to the Transport & Urban Development Committee on September 10th. WCC received six submissions relating to the Bond Street Traffic Resolution consultation. Following due consideration of comments WCC withdrew their initial proposal and have prepared an alternative layout that addresses some of the concerns raised around access to loading zones and parking in the area.

It should be noted that the Traffic Resolution establishes the change in layout of the roadway and not the ultimate use of the Parklet spaces. Seating areas contained within the current arrangement are for the benefit of the public and are not restricted to use by any one business. For the seating areas to be associated with a specific retailer we would require that business to enter into a formal encroachment agreement and pay the associated license fee.

WCC recognises that while Bond Street is a well-used pedestrian route, it's central Wellington location also make it strategically important for deliveries and parking. The revised roadway layout aims to achieve a balance between provision of quality public amenity space, the need for vehicle servicing to local businesses and parking provision. This revised proposal will be considered by the Transport and Urban Development (TUD)

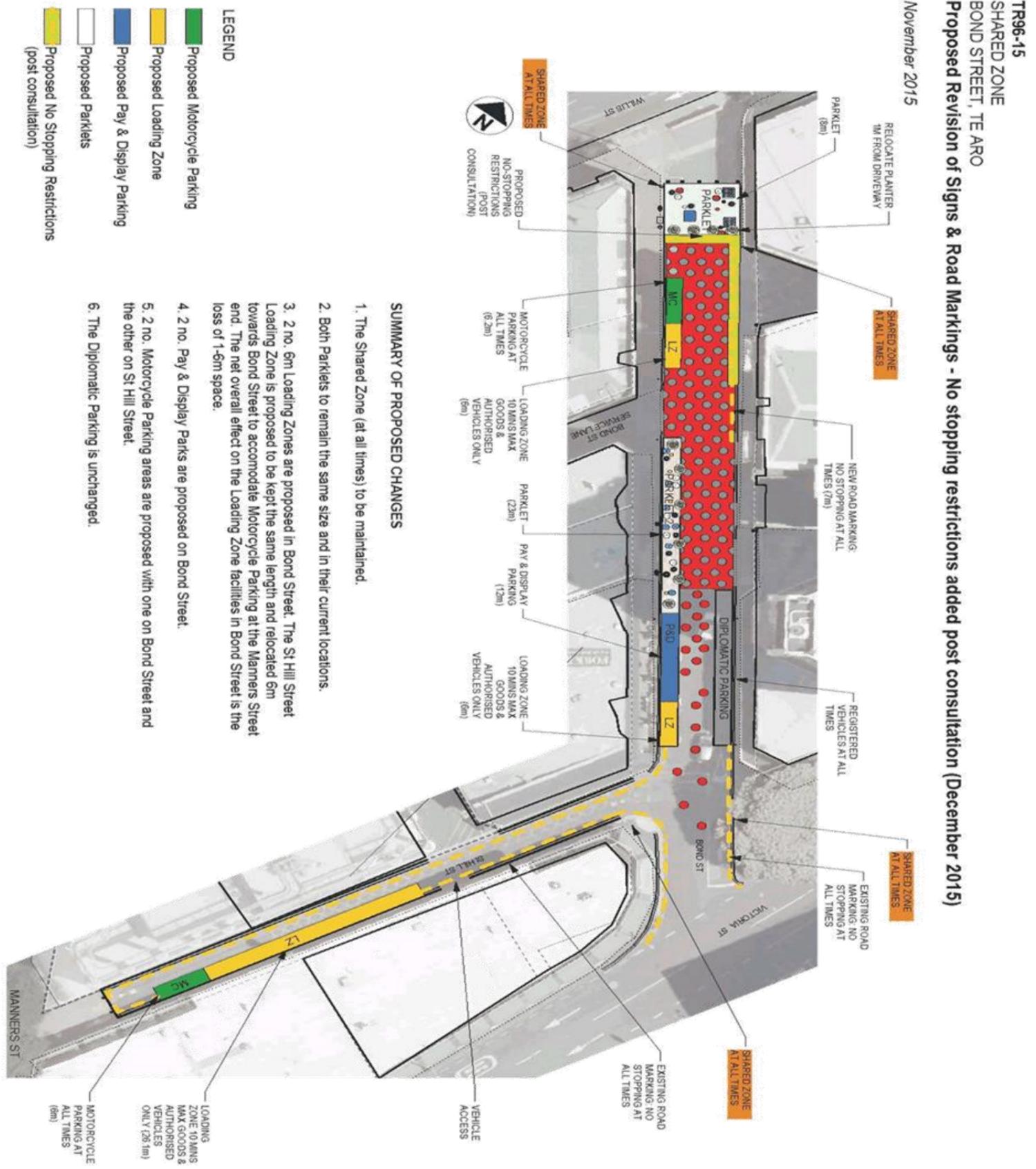
**PROPOSED TRAFFIC RESOLUTION**

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

Committee on 9 December 2015.



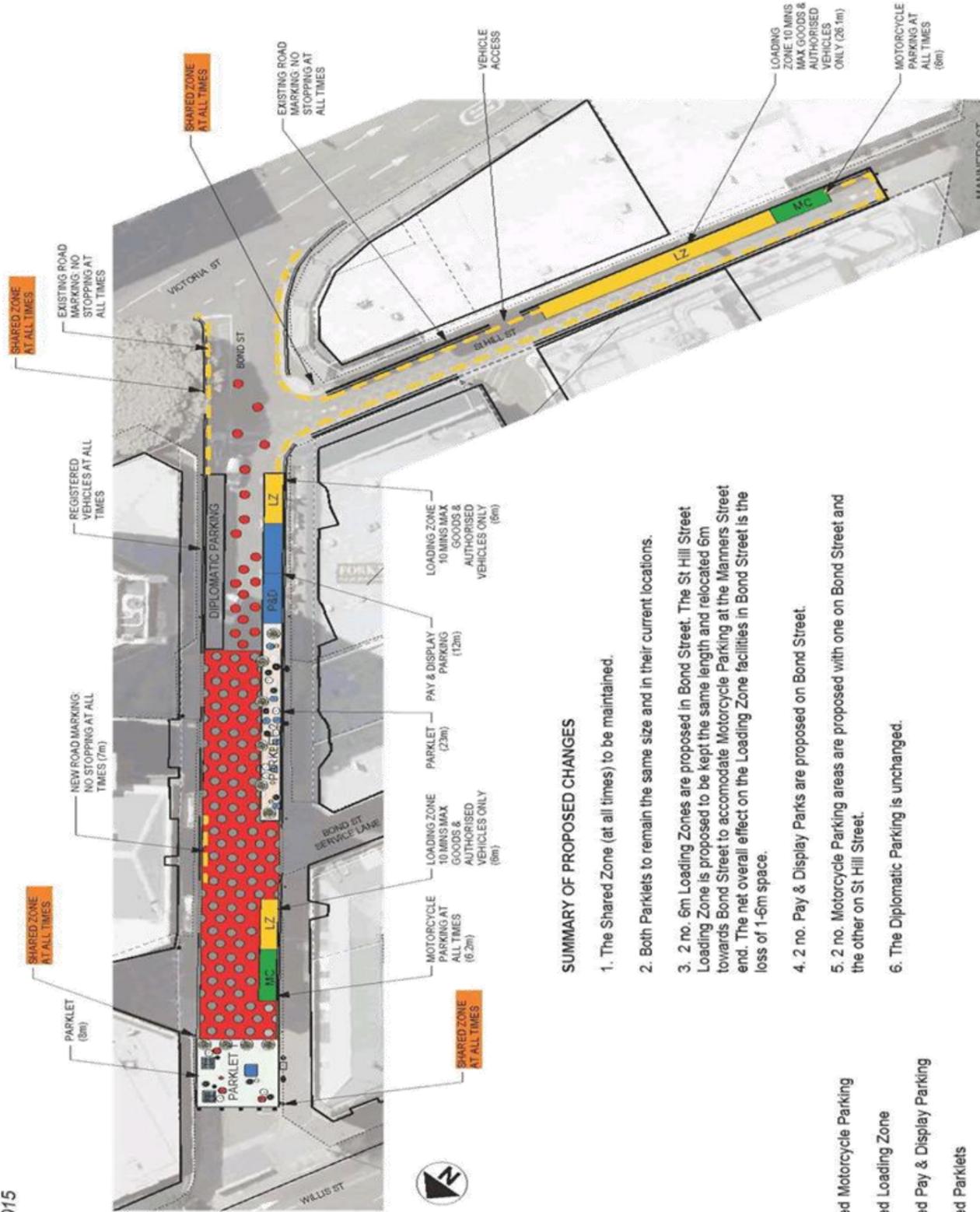
# PLAN 1





# PLAN 2

TR96-15  
SHARED ZONE  
BOND STREET, TE ARO  
Proposed Revision of Signs & Road Markings  
September 2015



**SUMMARY OF PROPOSED CHANGES**

1. The Shared Zone (at all times) to be maintained.
2. Both Parklets to remain the same size and in their current locations.
3. 2 no. 6m Loading Zones are proposed in Bond Street. The St Hill Street Loading Zone is proposed to be kept the same length and relocated 6m towards Bond Street to accommodate Motorcycle Parking at the Manners Street end. The net overall effect on the Loading Zone facilities in Bond Street is the loss of 1-6m space.
4. 2 no. Pay & Display Parks are proposed on Bond Street.
5. 2 no. Motorcycle Parking areas are proposed with one on Bond Street and the other on St Hill Street.
6. The Diplomatic Parking is unchanged.

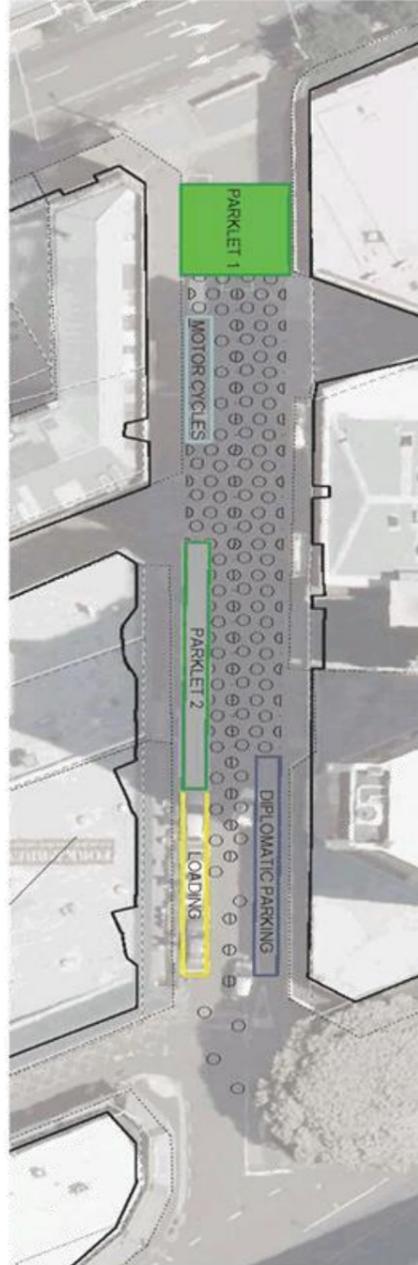
**LEGEND**

- Proposed Motorcycle Parking
- Proposed Loading Zone
- Proposed Pay & Display Parking
- Proposed Parklets

**PROPOSED TRAFFIC RESOLUTION** Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

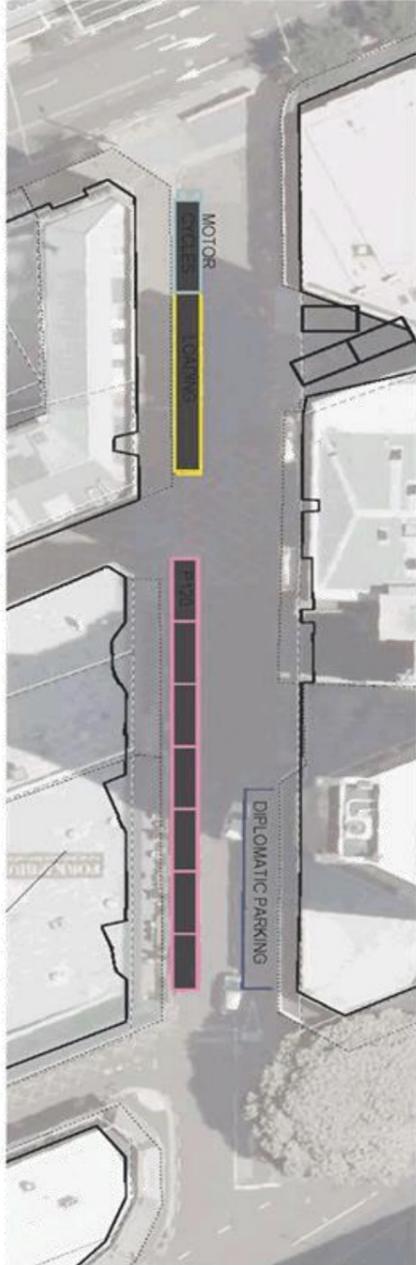
**PLAN 3**

**BOND STREET**  
Parking Summary



**CURRENT**  
Activation of shared zone and Parklets 1 & 2 (Jan 25th 2015 - Present Time (Dec 2015))

- Diplomatic parks unchanged
- Loading zone of the same size relocated opposite the Diplomatic parks
- 7 P120 Pay and Display (P-D) parks temporarily removed
- Length of motorcycle parking increased from 8.6m to 14m



**PRE-JAN 25th 2015**  
Layout prior to Street Activation scheme

- Diplomatic parks
- Loading zone at the Willis Street end
- 7 P120 Pay and Display (P-D) parks
- Motorcycle area well used and often there are motorbikes parked outside the area

1 Bond St Parking  
Scale: 1:400 @ A3



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
**Wellington City Council**  
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**Reference:** TR 97 – 15

**Location:** Leeds Street - Te Aro

**Proposal:** Loading Zone

**Information:** Council officers have observed that improvements to the existing loading facilities at the northern end of Leeds Street are required.

Loading and unloading activity currently takes place in the turning and manoeuvring area which is resolute as no stopping.

A loading zone would therefore be beneficial at the northern end of Leeds St where several businesses and other establishments are located.

It is proposed that the existing 11m long loading zone (at the Ghuznee St end) be split into two separate loading zones, one of which will be located at the northern end of Leeds St while the other remains at the Ghuznee St end. The existing pay and display parking spaces will be adjusted to allow the change, with no loss in parking amenity.

The purpose of this traffic resolution is to utilise the existing parking spaces in the best possible way that meets current parking and loading demands.

Net parking loss: 0 space

**Key Dates:**

- |   |                 |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper   | 13 October 2015 |
| 2) Feedback period closes.  | 5 November 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval.             | 9 December 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                 |

## PROPOSED TRAFFIC RESOLUTION

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### Legal Description:

*Remove from Schedule D (Loading Zone) of the Traffic Restrictions Schedule*

<b>Leeds Street</b>	Loading Zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 22 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658779.994646 m, Y=5988846.408308 m) and extending in a northerly direction following the kerbline for 11 metres.
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*Remove from Schedule D (Metered Parking) of the Traffic Restrictions Schedule*

<b>Leeds Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 33 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748758.1 m, y= 5427134.3 m), and extending in a northerly direction following the kerbline for 35 metres. (6 parallel carparks)
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*Add to Schedule D (Loading Zone) of the Traffic Restrictions Schedule*

<b>Leeds Street</b>	Loading Zone – P10, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 22 metres north of its intersection with Ghuznee Street at Grid Coordinates x=1748767.28 m, y= 5427154.46 m, and extending in a northerly direction following the kerbline for 5.5 metres.
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**PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively  
Wellington City Council**  
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*Add to Schedule D (Loading Zone) of the Traffic Restrictions Schedule*

<b>Leeds Street</b>	<i>Loading Zone – P10, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 61.7 metres north of its intersection with Ghuznee Street at Grid Coordinates x= 1748783.25 m, y= 5427190.96 m, and extending in a northerly direction following the kerbline for 6 metres.</i>
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*Add to Schedule D (Metered Parking) of the Traffic Restrictions Schedule*

<b>Leeds Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 27.5 metres north of its intersection with Ghuznee Street at Grid coordinates x= 1748769.67 m, y= 5427159.42 m, and extending in a northerly direction following the kerbline for 34.2 metres. (6 parallel carparks)</i>
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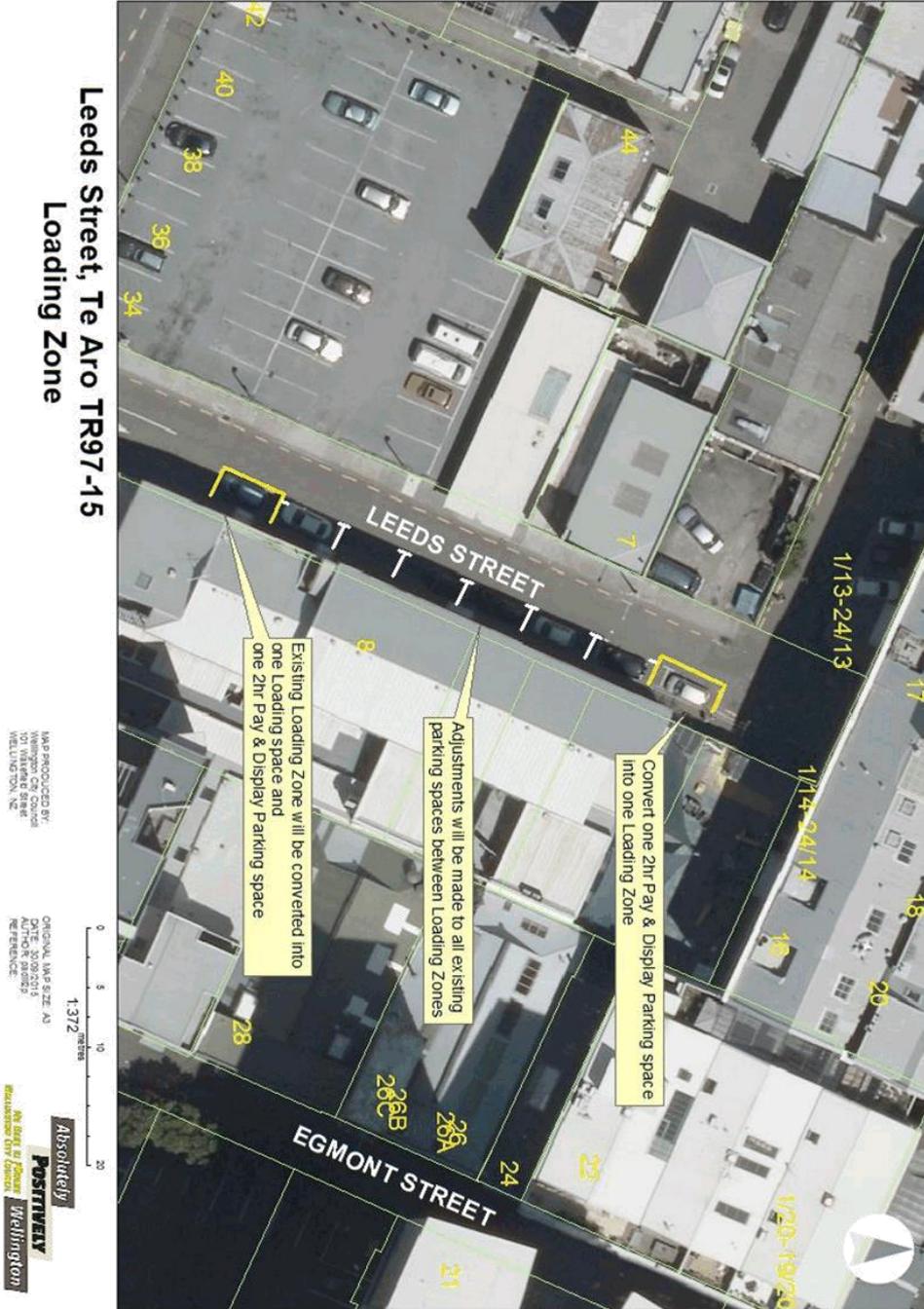
**Prepared By: Patrick Padilla**  
**Approved By: Steve Spence**  
**Date:**

**(Area Traffic Engineer)**

**(Chief Transport Planner)**

**WCC Contact:**

Patrick Padilla  
**Area Traffic Engineer**  
Transport Group – City Networks  
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Email: patrick.padilla@wcc.govt.nz



**FEEDBACK RECEIVED**

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

No feedback received.

## PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 98 – 15
- Location:** Johnsonville Roading Improvements - Johnsonville
- Proposal:** Changes to Traffic & Parking on Johnsonville, Broderick and Moorefield roads.
- Information:** A traffic resolution is required to support the changes made around the Johnsonville triangle including Johnsonville, Moorefield, Broderick roads.

The project is expected to achieve less traffic congestion in the town centre, reduced peak-hour queues on the State Highway 1 off-ramp, safe and easy walking and cycling routes, more reliable bus journey times, and a boost to the local economy through encouraging commercial and residential growth. The work involved in achieving these outcomes included providing a two-lane off-ramp from State Highway 1, new traffic lights and pedestrian crossings, replacing the Broderick Road / Moorefield Road bridge over the railway lines with a new bridge that is longer and wider to allow for cycle lanes and future train options, a path for cyclists and pedestrians to by-pass the two northern roundabouts and connect local schools, and more reliable bus journey times around the Johnsonville triangle (Johnsonville, Moorefield, Broderick roads).

The completed works support the Johnsonville town centre plan and place Johnsonville well for further growth – especially the long-awaited redevelopment of the Johnsonville Mall. Over the next 15 years, we expect an extra 2500 to 3000 more people will be living in Johnsonville, with up to 1700 new dwellings and 3500 new jobs.

The traffic resolution is required for the following changes:

- New cycle lanes on Johnsonville and Broderick roads;
- A new shared path on Johnsonville and Moorefield roads;
- An extended and a repositioned south bound bus stops on Johnsonville Road;
- A new bus stop north bound on Johnsonville Road;
- A new pedestrian crossing on Bassett Road;
- Minor parking changes on Johnsonville, Moorefield, Broderick roads.

This report reflects the legal changes associated with the approved design and implemented scheme and will allow for legal enforcement to be undertaken.

### Key Dates:

**PROPOSED TRAFFIC RESOLUTION**

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

- |    |  |                 |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper   | 13 October 2015 |
| 2) | Feedback period closes.  | 5 November 2015 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval.             | 9 December 2015 |
| 4) | If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                 |

**Legal Description:**

*Delete from Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Johnsonville Road</b>	<i>Bus Stop, At All Times.</i>	<i>East side, commencing 5 metres from an extension of the southern kerbline of Corlett St and extending in a northerly direction following the kerbline for 12 metres.</i>
	<i>No Stopping, At All Times.</i>	<i>East side, commencing 30 metres from an extension of the southern kerbline of Corlett St and extending in a northerly direction following the kerbline for 13.5 metres.</i>
	<i>No Stopping, At All Times.</i>	<i>East side, commencing 50 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 12 metres.</i>
	<i>Bus Stop, At All Times.</i>	<i>East side, commencing 92 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 19 metres.</i>
	<i>Taxi Stand, At All Times.</i>	<i>East side, commencing 111 metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 21 metres.</i>
	<i>No Stopping, At All</i>	<i>East side, commencing 180</i>

**PROPOSED TRAFFIC RESOLUTION**

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	<i>Times.</i>	<i>metres from an extension of the northern kerbline of Broderick Road and extending in a northerly direction following the kerbline for 17 metres.</i>
	<i>Time Limited Parking P30 Maximum, Monday to Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 40m south of its intersection with Bill Cutting Place and extending in a southerly direction following the kerbline for 23metres.</i>
<b>Broderick Road</b>	<i>No Stopping, At All Times and Time Limited Parking P120 Maximum, Monday to Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing at its intersection with Moorefield Road and extending in an easterly direction following the kerbline for its entire length.</i>
	<i>Time Limited Parking P120 Maximum, Monday to Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 102 metres south of its intersection with Johnsonville Road and extending in a westerly direction following the kerbline for 47 metres.</i>

*Add to Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Johnsonville Road</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 5 metres from an extension of the southern kerbline of Corlett St (Grid Coordinates X=402595.908m, Y=808262.742m) and extending in a northerly direction following the kerbline for 12 metres.</i>
	<i>Bus Stop, At All Times.</i>	<i>East side, commencing 30 metres from an extension of the southern kerbline of Corlett St (Grid Coordinates X=402586.413m, Y=808286.566m) and extending in a northerly direction following the kerbline for 13.5 metres.</i>
	<i>Time Restricted</i>	<i>East side, commencing 50</i>

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<i>Parking, P30 maximum Monday to Sunday 8:00 - 6:00pm.</i>	<i>metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402606.149m, Y=808535.416m) and extending in a northerly direction following the kerbline for 12 metres.</i>
<i>Bus Stop, At All Times.</i>	<i>East side, commencing 92 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402602.089m, Y=808577.199m) and extending in a northerly direction following the kerbline for 40 metres.</i>
<i>Taxi Stand, At All Times.</i>	<i>East side, commencing 180 metres from an extension of the northern kerbline of Broderick Road (Grid Coordinates X=402595.477m, Y=808663.647m) and extending in a northerly direction following the kerbline for 17 metres.</i>
<i>Bus Stop, At All Times.</i>	<i>West side, commencing 40m south of its intersection with Bill Cutting Place (Grid Coordinates X=402581.200m, Y=808694.869m) and extending in a southerly direction following the kerbline for 23 metres</i>
<i>Cycle lane, at all times</i>	<i>West side, commencing from its intersection with Fraser Ave (Grid Coordinates X=402578.037m, Y=808256.418m) and extending in a northerly direction following the kerbline to its intersection with Moorefield Road.</i>
<i>Cycle lane, at all times</i>	<i>East side, commencing from its intersection with Burgess Road (Grid Coordinates X=402606.516m, Y=808775.651m) and extending in a southerly direction following the kerbline to its intersection with Disraeli Street.</i>
<i>Shared Path, at all times</i>	<i>East side, commencing from its intersection with Disraeli Street</i>

**PROPOSED TRAFFIC RESOLUTION**

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

		(Grid Coordinates X=402595.157m, Y=808420.889m) and extending in a southerly direction following the kerbline to its intersection with Newlands Road.
	Shared Path, at all times	West side, commencing 32m North of its intersection with Bill Cutting Place (Grid Coordinates X= 402369.915m, Y= 808662.432m) and extending in a northerly direction following the kerb line to its intersection with Moorefield Road.
<b>Broderick Road</b>	No Stopping, At All Times.	North side, commencing at its intersection with Moorefield Road (Grid Coordinates X=402306.305m, Y=808535.604m) and extending in an easterly direction following the kerbline for its entire length.
	No stopping, at all times	South side, commencing 102 metres west of its intersection with Johnsonville Road (Grid Coordinates X=402476.392m, Y=808489.415m) and extending in a westerly direction following the kerbline for 47 metres.
	Cycle lane, at all times	North side, commencing at its intersection with Moorefield Road (Grid Coordinates X=402306.305m, Y=808535.604m) and extending in an easterly direction following the kerbline for its entire length.
	Cycle lane, at all times	South side, commencing at its intersection with Johnsonville Road (Grid Coordinates X= 402585.388m, Y= 808473.667m) and extending in an westerly direction following the kerbline to its intersection with Moorefield Road.
<b>Moorefield Road</b>	No stopping, at all times	West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402283.726m, Y= 808520.566m) and extending in

**PROPOSED TRAFFIC RESOLUTION**

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	<i>No stopping, at all times</i>	<i>a southerly direction following the kerb line for 70 metres West side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402287.271m, Y= 808529.988m) and extending in a northerly direction following the kerb line for 140 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402297.983m, Y= 808519.202m) and extending in a southerly direction following the kerb line for 100 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Broderick Road (Grid Coordinates X= 402306.305m, Y= 808535.604m) and extending in a northerly direction following the kerb line for 60 metres</i>
	<i>Shared Path, at all times</i>	<i>West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402362.897m, Y= 808654.950m) and extending in a southerly direction following the kerb line to 140 metres south of its intersection with Hamia Street.</i>
	<i>Shared Path, at all times</i>	<i>West side, commencing at its intersection with Wanaka Street (Grid Coordinates X= 402369.915m, Y= 808662.432m) and extending in a northerly direction following the kerb line to its intersection with Bassett Road Street.</i>
<b>Bassett Road</b>	<i>Shared Path, at all times</i>	<i>East side, commencing at its intersection with Ironside Road (Grid Coordinates X= 402595.158m, Y= 808984.510m) and extending in a southerly direction following the kerb line to its intersection with Middleton Road.</i>

**PROPOSED TRAFFIC RESOLUTION**

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	<i>Pedestrian Crossing.</i>	<i>25 metres west of its intersection with Moorefield Road (Grid Coordinates X= 402603.232m, Y= 808978.049m).</i>
<b>Middleton Road</b>	<i>No stopping, at all times</i>	<i>North Side, commencing at its intersection with Bassett Road (Grid Coordinates X= 402625.487m, Y= 808955.986m) and extending in an easterly direction following the kerb line for 65 metres</i>
	<i>No stopping, at all times</i>	<i>South Side, commencing at its intersection with Helston Road (Grid Coordinates X= 402634.560m, Y= 808950.479m) and extending in an easterly direction following the kerb line for 65 metres</i>

Note: All coordinates are given in NZGD 2000 Wellington Circuit coordinates

Prepared By: **Stephen Harte**

(Programme Manager, Transport Network Development)

Approved By: **Steve Spence**

(Chief Transport Planner)

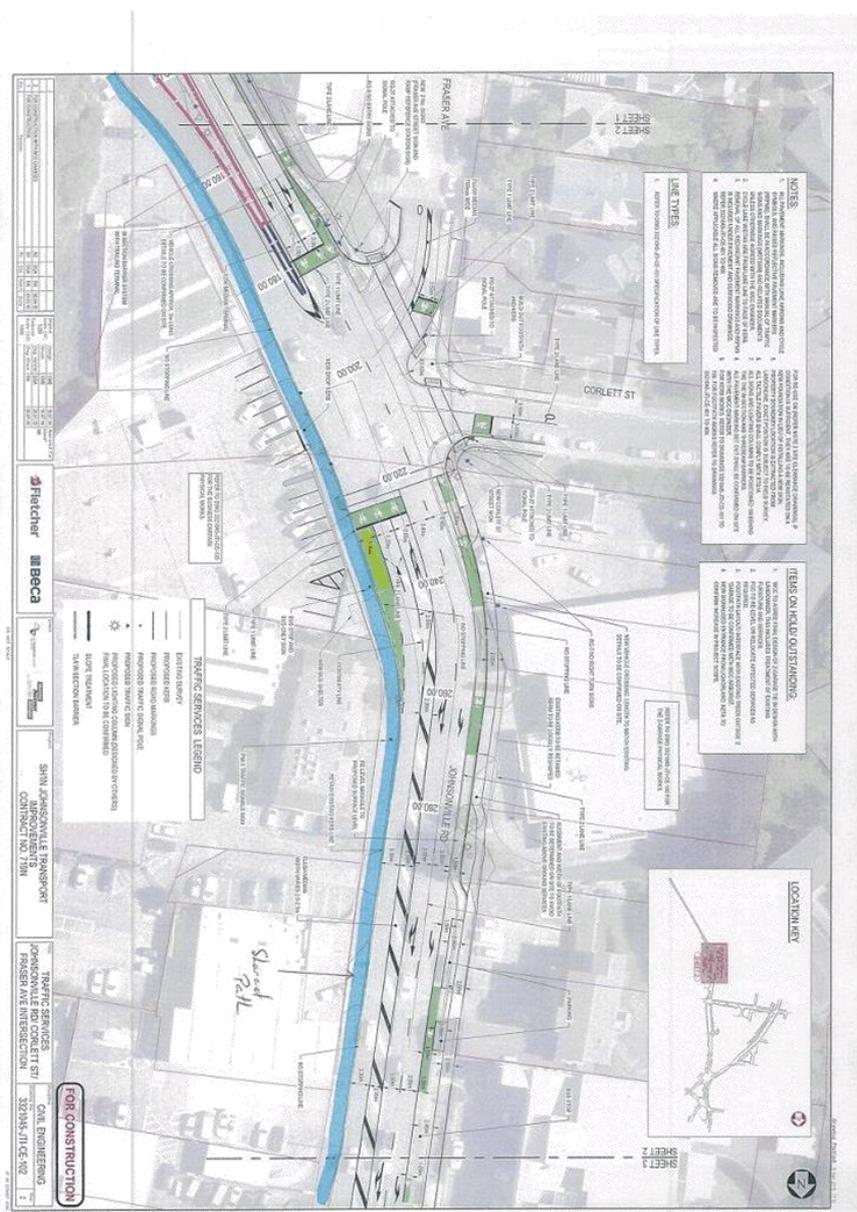
Date:

**WCC Contact:**

Stephen Harte  
Programme Manager, Transport Network Development  
Transport Group – City Networks  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Phone: +64 4 803 8042  
Fax: +64 4 801 3009

**PROPOSED TRAFFIC RESOLUTION**

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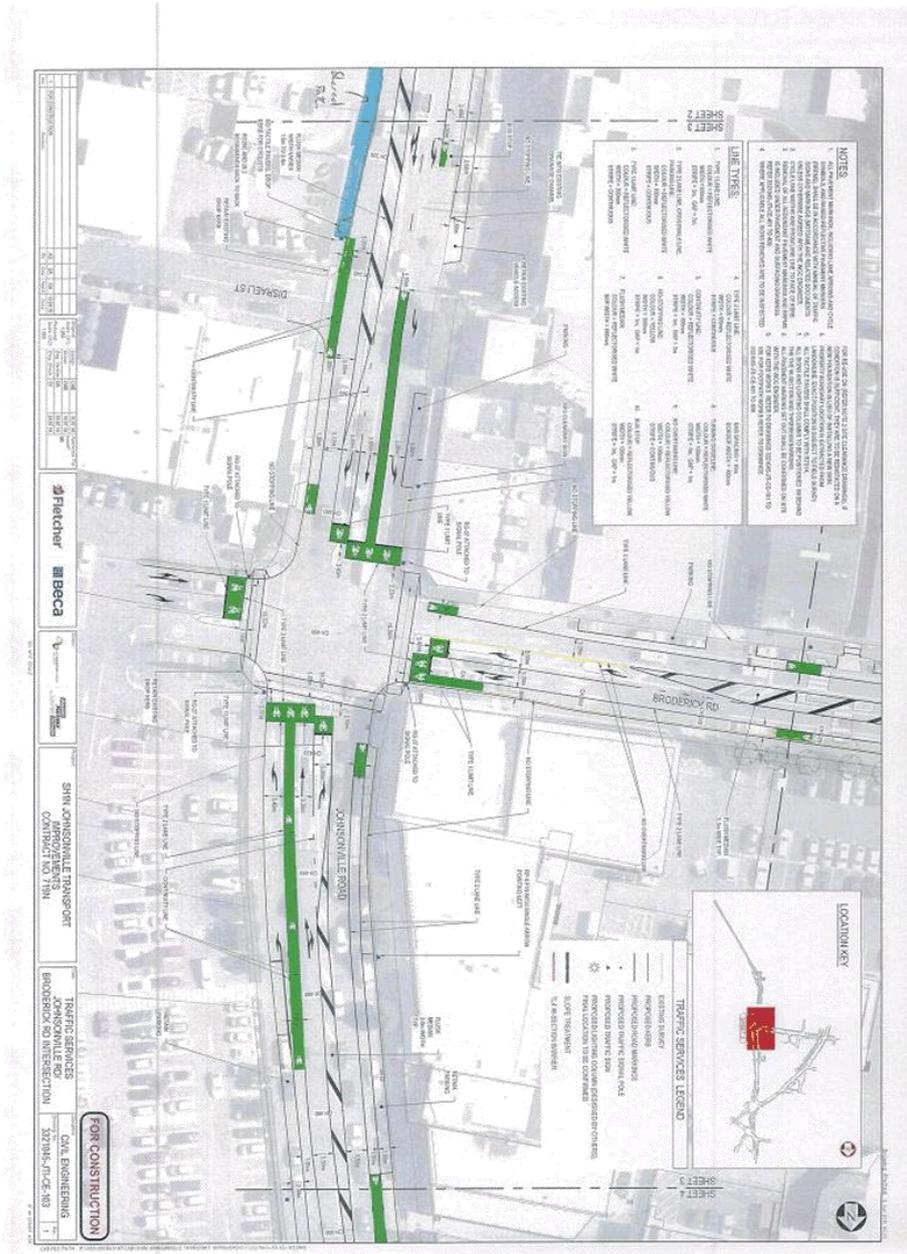


**Item 2.2 Attachment 3**

**PROPOSED TRAFFIC RESOLUTION**

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Wellington City Council**  
Me Heke Ki Pōneke

Item 2.2 Attachment 3

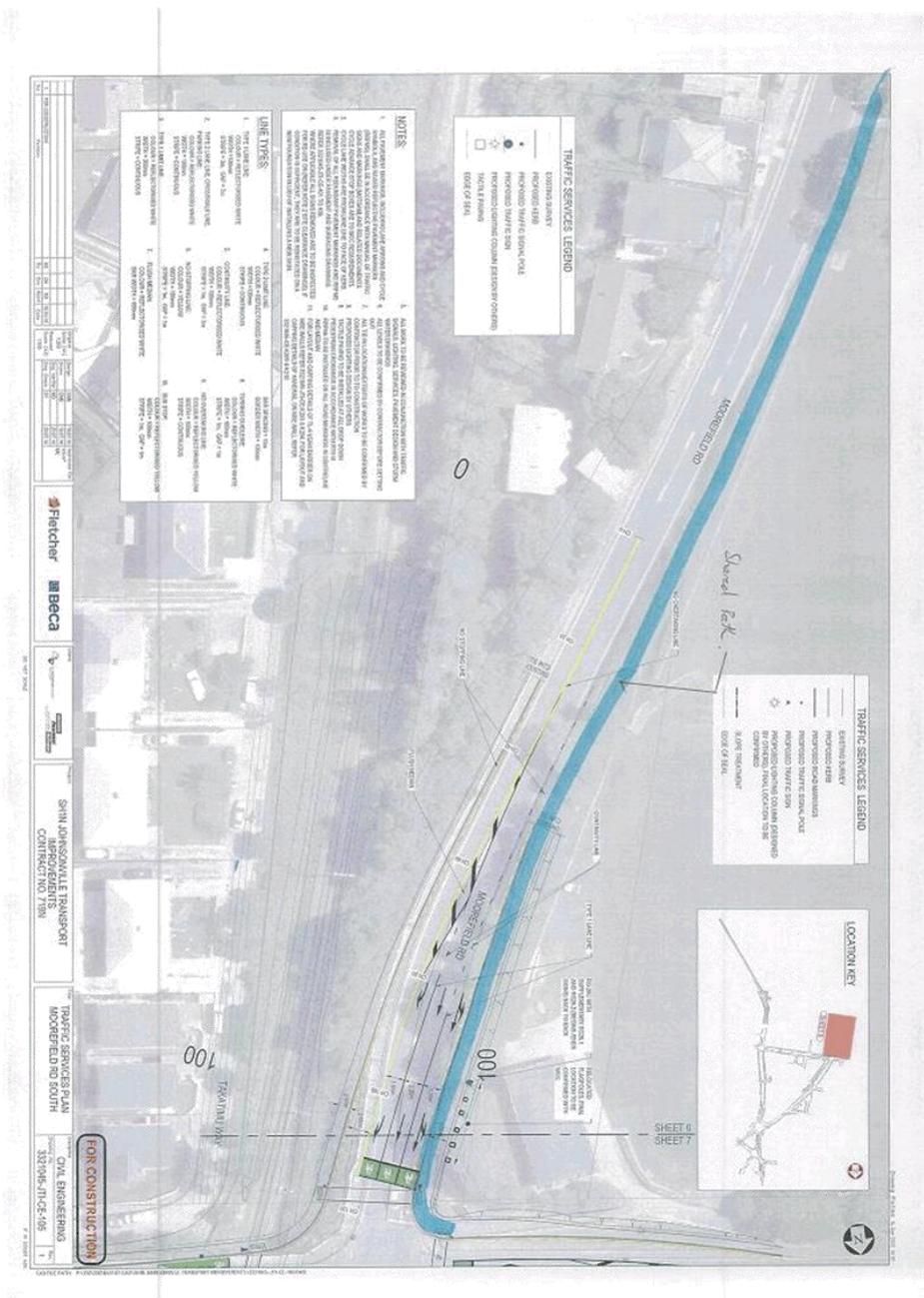






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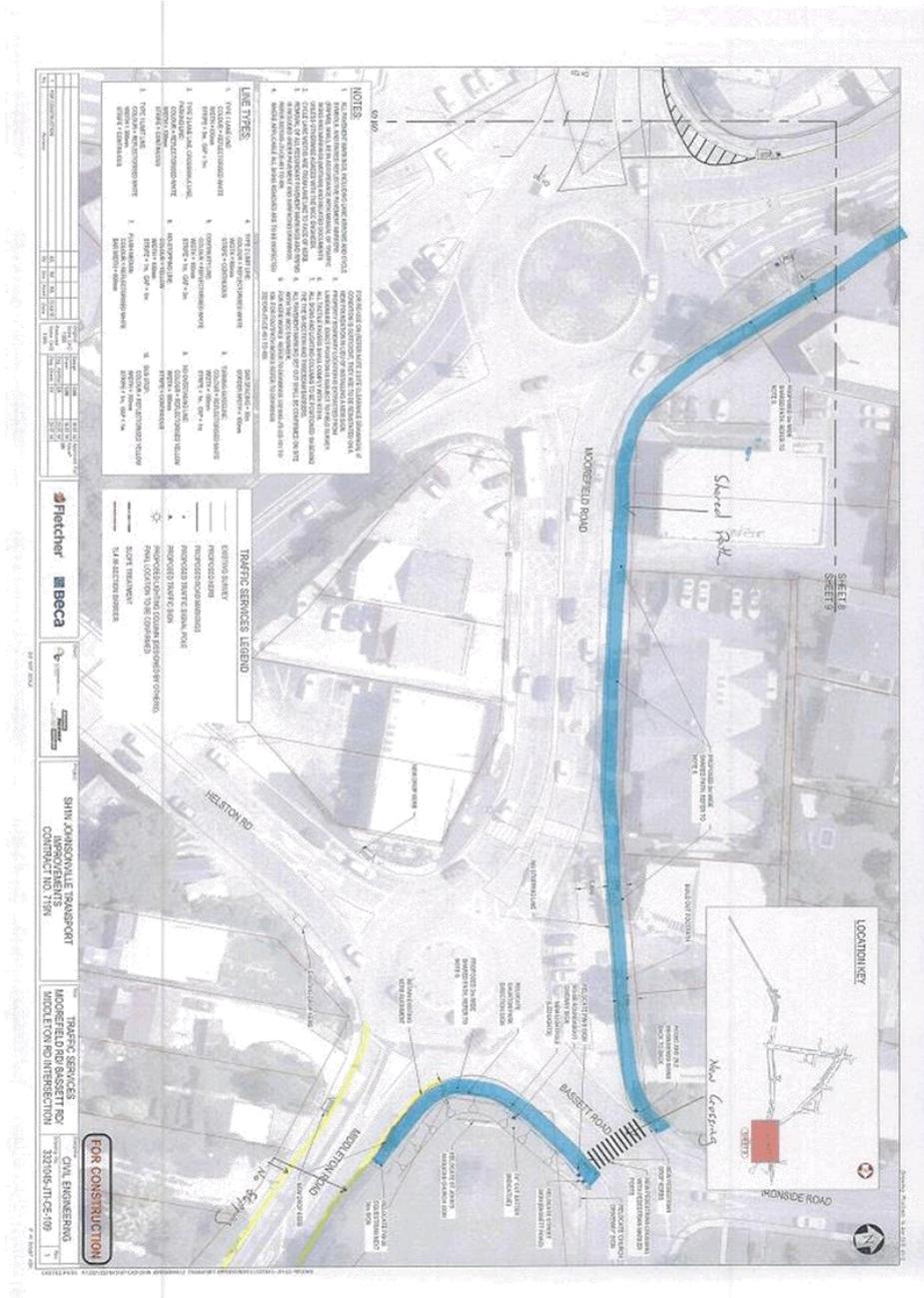


**Item 2.2 Attachment 3**





**PROPOSED TRAFFIC RESOLUTION** Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



## FEEDBACK RECEIVED

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

### FEEDBACK RECEIVED:

**Submitter:** Tony Randle (Transport Spokesperson – Johnsonville Community Association)  
**Address:** Not given  
**Agrees with proposal:** No

### Comments:

1) The JCA opposes the establishment of a pedestrian crossing across Bassett Road near the northern roundabout. We believe this crossing is unsafe because of the dangerous combination of:

- high traffic volume
- complex of traffic movements
- poor driver visibility of this crossing from Bassett Road (south-bound)
- poor driver visibility of this crossing from Moorefield Road (north-bound)
- closeness of primary schools (meaning young children are likely to try and use this crossing)

Having a striped crossing gives the impression that pedestrians have safe right of way but, in practise, there is a high chance that a car, truck or bus (this is also a major bus route) may not see them in time to stop.

Having this crossing so close to a major roundabout also creates a traffic hazard ... cars have a very short stopping area and even if they stop successfully, the chance of a rear-end or other collision from following traffic is also very high.

It should be noted that most of the members of the Johnsonville Roding Liaison Group also objected to adding a striped pedestrian crossing at this point due to these same safety concerns.

Submission 1: The JCA opposes the regulation establishing the pedestrian crossing on Bassett Road and asks the marking for this crossing be removed.

2) Irrespective of whether the striped crossing is changed to an unstriped crossing (where pedestrians can cross but without right of way) or kept, the WCC needs to put a prominent warning sign on Bassett Road (in addition to the diamond). This is because the diamond could be missed in heavy traffic and a sign is needed to ensure south-bound drivers on Bassett Road are warned as the crossing itself is unsighted.

It should be noted that this request was also made by the Principal of Johnsonville School.

Submission 2: The JCA requests a pedestrian warning sign be added (both in regulation and in practise) to warn south-bound drivers on Bassett Road of the pedestrian crossing near the roundabout.

## FEEDBACK RECEIVED

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3) The JCA also objects to having a Bus Stop on the north-bound side of Johnsonville Road (outside the Mall). Unlike the sound-bound bus stop, there is no demand for a bus stop at this point as no regular bus service will use this stop ... it is not even registered as a bus stop on by the GWRC on the Metlink map. It is very likely that, as it will be empty, the shortage of car parks outside the mall will lead to cars trying to park there and being unfairly ticketed.

In fact, the bus stop was used as a temporary taxi stand (while work was completed on the permanent one across the road) and this shows that the bus stop can hold, and should hold, four car parks.

The GWRC has just published the "[Northern Suburbs Bus Service Improvements](http://www.gw.govt.nz/assets/council-reports/Report_PDFs/2015.525.pdf)" report and this review doesn't even mention any plans to has bus services use this bus stop. In the future the GWRC can request a bus stop be established at this location if and when scheduled bus services demand it should this occur. Until a bus stop is required at this location, the roadspace should instead be allocated for car parking.

Submission 3: The JCA opposes the establishment of a bus stop on the Northbound side of Johnsonville Road (outside the Mall) as it will not be used. It requests that this parking space be made into four car parks with appropriate time limits for which there is clearly a demand.

Please note that the October meeting of the Johnsonville Community Association discussed and agreed to support the above submission points.

### Council Officer response:

The pedestrian crossing is an integral connection for the shared path that runs the length of Moorefield Road and joins Middleton Road. While it is accepted that the crossing is in a busy location it is considered safe and speeds in the area are low. Safety of the crossing location has been independently assessed twice, first in the design and then in the post construction audit. No concerns for the safety of users were raised. Officers will however continue to monitor the crossing and make any changes that may be necessary.

To further add to the safety of the crossing we propose to add an anti-skid treatment to the road surface in advance to the crossing and add a no stopping restriction between the Moorefield Road roundabout and the crossing on the south side of Basset Road to improve the sightline for drivers exiting the roundabout to Basset Road and approaching the zebra crossing.

Acknowledging point two made by JCA, missing signage on Basset Road will be installed to warn drivers of the crossing.

In regard to the new bus stop on Johnsonville Road this is used by school buses and will shortly be used by express buses that will use Johnsonville Road rather than diverting

## FEEDBACK RECEIVED

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Wellington City Council**  
Me Heke Ki Pōneke

through the Mall carpark. GWRC advise that as new routes through Johnsonville are revised there will be increasing use of the stop.

**Submitter:** Karen Killick  
**Address:** Wellesley Street, Auckland  
**Agrees with proposal:** Yes

### Comments:

Stride Property Limited (Stride) is the owner and manager of Johnsonville Shopping Centre, various Johnsonville Road properties and the Countdown/The Warehouse site on Johnsonville Road. Stride considers that the proposed traffic resolutions support the changes already made with the recently implemented scheme of road works in Johnsonville. Accordingly Stride supports these traffic resolutions. Stride would like to be kept informed as to the progress of these resolutions.



## WELLINGTON HOUSING ACCORD MONITORING REPORT

### Purpose

- To present the second Wellington Housing Accord Monitoring Report.

### Summary

- The Wellington Housing Accord (the Accord) was signed in June 2014. It includes ambitious targets for the consenting of dwellings and sections over a five year period.
- The Accord requires that a six monthly monitoring report be prepared by the Council. A monitoring report was previously presented to the Committee in May 2015, reporting on the period of 1 July 2014 – 31 December 2014. This second monitoring report spans the period of 1 July 2014 – 30 June 2015 and is attached as Appendix 1.
- For the period 1 July 2014 – 30 June 2015, the Council issued consents for 249 new sections and 628 new dwellings across the city. When compared to the first six months of the Accord, an increase is evident in the number of dwellings consented over the second half of the first year of the Accord, with a slight drop in the number of new sections consented.

	Jul 2014 – Dec 2014	Jan 2015 – Jun 2015
<b>Dwellings</b>	243	385
<b>Sections</b>	133	116
<b>Total</b>	<b>376</b>	<b>501</b>

- At the end of the first year of the Accord consents have been issued for a total of 837 dwellings and sections, against a target of 1000.

### Recommendations

That the Transport and Urban Development Committee:

- Receive the information.

### Background

- The Wellington Housing Accord was signed on 24 June 2014. It includes the following targets for Wellington City:

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

- 21 Special Housing Areas (SHAs) have been approved over the first year of the Accord and a further four areas have recently been nominated to the Minister of Building and Housing for approval. The SHAs include the city's identified growth areas and other opportunity sites across the city.

8. In addition to the SHAs created, the Council has also implemented a series of development incentives to streamline the consenting process and to incentivise developers to bring housing forward faster and in larger quantities. These incentives include rates remission for greenfield development, a one-stop-shop consenting process and the waiving of pre-application charges.
9. A Memorandum of Understanding (MOU) has also been agreed with Greater Wellington Regional Council. The MOU clarifies resource consenting roles and responsibilities for applications lodged under the HASHA Act.

## Discussion

### Key findings

10. The key findings of the monitoring report are:
  - *Consenting numbers* - 837 new dwellings have been consented over the first year of the Accord, against a target of 1000. After the first six months of the Accord, 366 sections and dwellings had been consented. Therefore, there has been an increase in consenting activity over the second six months of the Accord, reflected primarily in an increase in building consent activity.
  - *Applications* - two subdivision applications have been lodged within SHAs under the Housing Accords and Special Housing Areas Act for a total of 47 lots. The number of pre-application meetings for proposals within SHAs has increased with five pre-application processes currently underway. These proposals would total approximately 240 additional lots once applied for.
  - *Special Housing Areas* - 21 Special Housing Areas are now in place. Four further SHAs have recently been nominated to the Minister following their approval by the Council.

### Governance and communication

11. Officers continue to meet regularly with officials from the Ministry of Business, Innovation and Employment, Greater Wellington Regional Council and NZTA. The Housing Accord 'Steering Group' comprising the Mayor, the Deputy Mayor and the Minister of Building and Housing met on the 6<sup>th</sup> November 2015 to discuss implementation of the Accord.

### Overall comments

12. The Accord has set ambitious targets for the consenting of new dwellings and sections in Wellington. The Council continues to implement the Accord through the identification and recommendation of Special Housing Areas, ongoing liaison with the Council's partners in the Accord, and with the development community.
13. While the target for the first year of the Accord has not been achieved, and consenting activity remains soft, there are some signs of an increased period of activity. This is particularly so in new dwellings consents, coming off the lows that followed the global financial crisis.

### Next Actions

14. The next monitoring report, the first for the second year of the Accord, will be presented to the Committee in six months time.

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**Attachments**

Attachment 1. Housing Accord Monitoring Report

Page 143

Author	Mitch Lewandowski, Principal Advisor Planning
Authoriser	Anthony Wilson, Chief Asset Officer

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## **SUPPORTING INFORMATION**

### **Consultation and Engagement**

Officials from the Ministry of Business, Innovation and Employment were consulted in the preparation of the monitoring report.

### **Treaty of Waitangi considerations**

There are no known treaty implications resulting from this paper.

### **Financial implications**

There are no known implications resulting from this paper.

### **Policy and legislative implications**

There are no implications resulting from this paper. The Wellington Housing Accord requires a biannual monitoring report to be prepared.

### **Risks / legal**

There are no known implications resulting from this paper.

### **Climate Change impact and considerations**

There are no known implications resulting from this paper.

### **Communications Plan**

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

## Wellington Housing Accord Monitoring Report 2

July 2014 to June 2015

Based on:

- building consent data to month ended June 2015
- new section data to month ended June 2015

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

 **MINISTRY OF BUSINESS,  
INNOVATION & EMPLOYMENT**  
HIKINA WHAKATUTUKI



### Executive Summary

This monitoring report spans the first year of the Wellington Housing Accord (July 2014 – June 2015), agreed between the Wellington City Council and Government on 24 June 2014. It follows a previous report for the first 6 months of the Accord. The Housing Accord is a tool used to facilitate residential development in the city and sets targets for the consenting of new sections and dwellings in Wellington over five years. It also complements a range of other Council initiatives that seek to grow the Wellington economy through targeted investment in infrastructure, facilities and place making that will spur corresponding private sector investment in the residential and business sectors.

This report builds on the first report that was limited to the period of July 2014 to December 2014. It reports on building consents granted for new dwellings and resource consents issued for new residential lots created, for the 12-month period since the Housing Accord was signed. During the period of January 2015 to June 2015 a further 13 Special Housing Areas (SHAs) were established, bringing the total number of SHAs in Wellington to 21.

### Consenting Numbers

- After the first year of the Wellington Housing Accord (July 2014 – June 2015), **628 new dwellings** have been granted building consents and **249 new sections** approved by resource consent for an adjusted **total of 837** across the city. This is 163 less than the first year target of 1000 dwellings or sections.
- The monitoring report prepared for the first six months of the Housing Accord reported that 243 new dwellings and 133 new sections were consented. On that basis, a final year total of 732 was projected. That projection for the full year has been exceeded on the back of an increase in building consents. Subdivision consent rates remain consistent with approximately 20 sections being consented each month on average, with a high of 49 in May 2015.
- Building consent rates show more variability on a monthly basis, ranging from 10 to 90 consents for dwellings issued per month. Over a longer term, these rates of development are consistent with consenting activity in Wellington since the global financial crisis.

### Special Housing Areas

- 21 SHAs have been established to date following their nomination by the Council in August 2014 and April 2015. As expected, consenting activity in the SHAs is slow to commence given the lead-in required by the development community.
- Two subdivision applications have been lodged within SHAs under the Housing Accords and Special Housing Areas Act for a total of 47 lots.
- The number of pre-application meetings for proposals within SHAs has increased with five pre-application processes currently underway. These proposals would total approximately 240 additional lots once applied for.
- The 21 SHAs created to date have significant capacity for residential growth. They are expected to yield a combination of approximately 2500 sections and dwellings over the period of the Housing Accord targets.
- Of the 837 consented dwellings and sections over the first year of the Housing Accord, 172 are located within SHAs reflecting the status of some of these areas as existing growth areas.



**Land capacity for residential development**

- Wellington City has capacity for significant residential growth across greenfield development (20+ years), infill development within existing residential areas (30+ years) and for central city apartment development (40+ years). The city is therefore well placed to meet expected growth over the next 20+ years.
- A Memorandum of Understanding (MOU) between Wellington City Council and Greater Wellington Regional Council (GWRC) has been agreed. This MOU has protocols in place to ensure efficient processing of resource consent applications for Qualifying Developments within SHAs that span the jurisdictions of both Councils.



### Housing Accord Implementation

Since the Housing Accord was agreed by the Council and the Minister of Housing, 21 SHAs have been created focusing firstly on existing growth areas identified in the city, then a range of other sites in the second tranche that provide a further range of development opportunities. These include:

- Two greenfield SHAs in the Lower Stebbings and Lincolnshire-Woodridge areas.
- Two central city areas for apartment development within the height limitation prescribed by the HASHA Act (6 storeys or 27m).
- Three medium-density areas in Johnsonville, Kilbirnie and Adelaide Road.
- The imminent redevelopment of the Arlington Apartments complex.
- Shelly Bay as an area of redevelopment opportunity.
- Three Housing New Zealand properties that are to be comprehensively redeveloped.

### Council initiatives supporting residential development

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

- To remit rates on greenfield development for newly created lots. This initiative seeks to increase the amount of sections being brought to market.
- A one-stop-shop resource consent process in partnership with GWRC and other relevant parties such as Wellington Water Ltd. This will provide a fully integrated, case-managed process for qualifying development consent applications with immediate and timely advice.
- Both Wellington City Council and GWRC have waived fees for officers time during pre-application meetings.
- Continued Council investment in key infrastructure and place-making improvements.

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

- The '8 Big Ideas' programme, including – an extension to the airport runway, creation of a Tech Precinct, development of a film museum, convention centre and indoor concert venue, and creating a framework for the ongoing development of Miramar.
- Investment in urban regeneration projects, including the recently completed Victoria Street transformation initiative. This will catalyse apartment development, and will spur additional private sector investment such as the recently commenced development of a new Whitirea/WelTec campus.
- Planning for further development opportunities in east Te Aro, Kent and Cambridge Terraces and development across the CBD.
- Rejuvenation and redevelopment of the CBD civic area.  
The construction of the Petone-Grenada link road that will open up a large area of land for future growth.

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



**Targets**

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

**Wellington Housing Accord**

Paragraph 16, Wellington Housing Accord

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

**Dwellings**

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

**Sections**

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

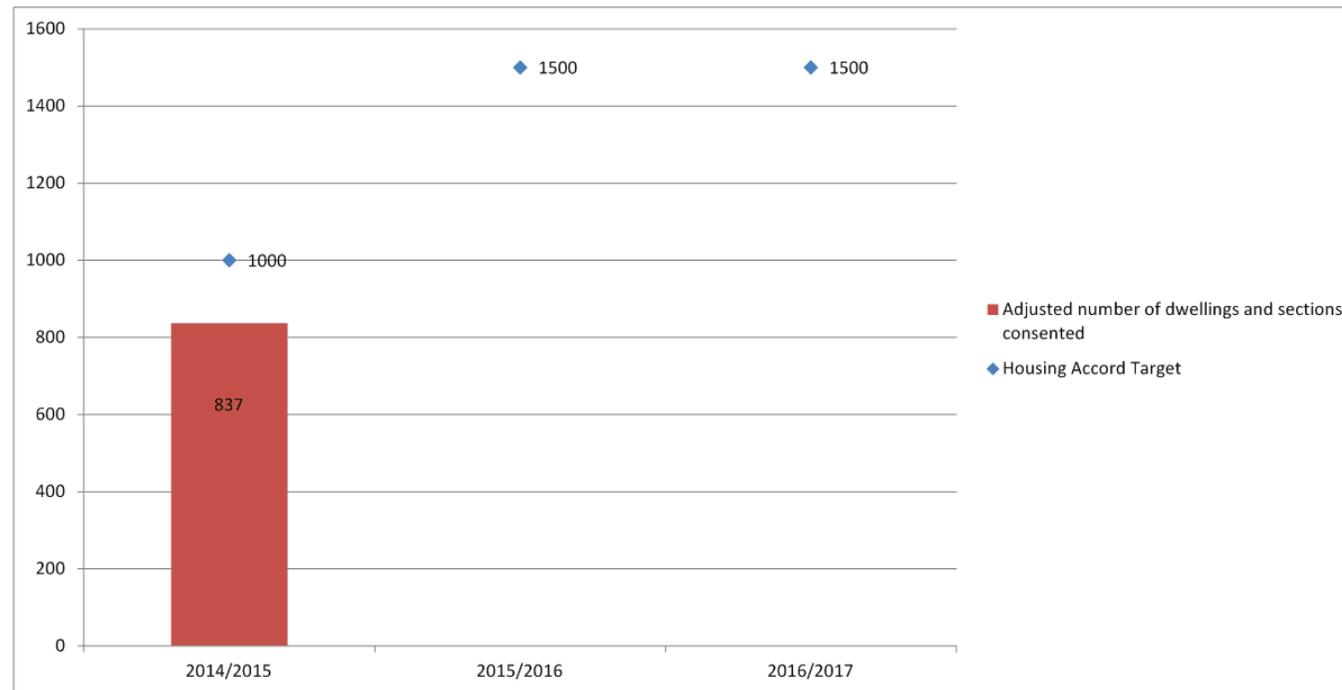


**Overview**

At the end of Year 1, the adjusted number of new sections and dwellings consented (837) is 163 less than the Year 1 target of 1000.

**Adjusted number of new dwellings consented and sections created**

Wellington; July 2014 – June 2015; adjusted for dwelling/section combinations (see next page)

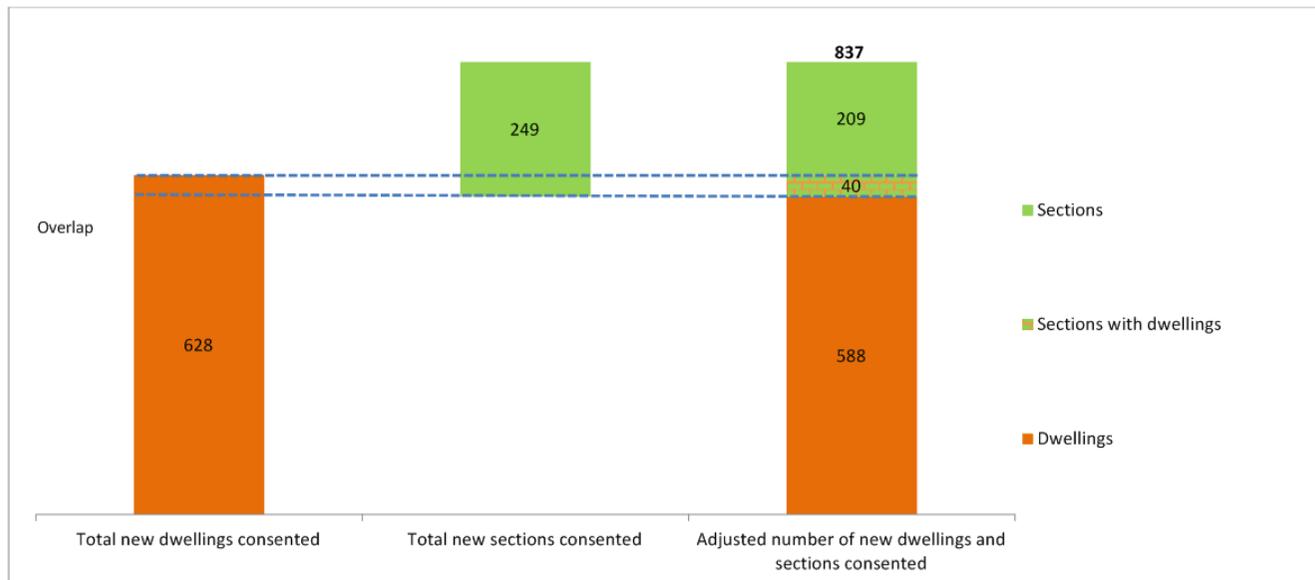


**Adjusted total in Year 1**

The number of new dwellings consented and the number of new sections created must each be adjusted for the 40 occasions they overlap.

**Adjusted number of new dwellings and sections created\***

Wellington; July 2014 – June 2015; adjusted for dwelling/section combinations; Wellington City Council (dwellings and sections)



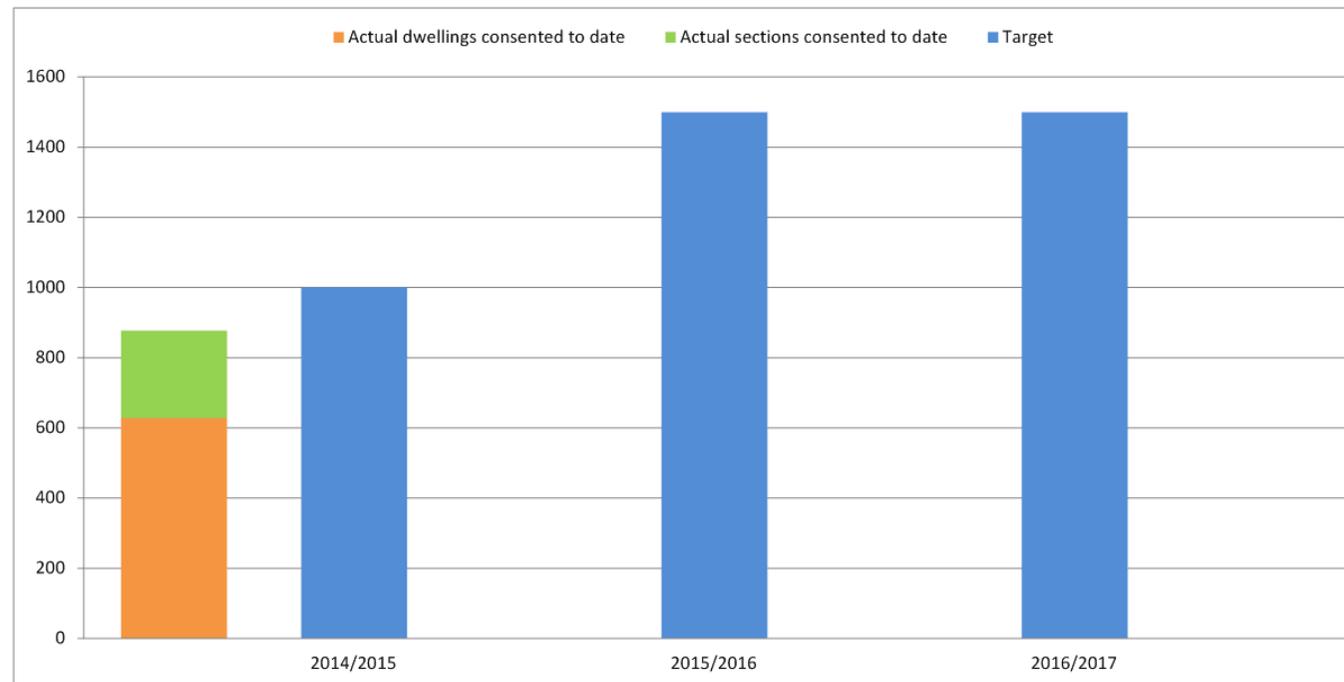
\* As illustrated in the graph above, the **adjusted total** adjusts for any overlap that occurs between new sections created and the dwellings that are consented on those sections (i.e. it avoids double-counting). Where a newly created section has a dwelling consented on it, the section and dwelling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

**New dwellings and sections**

There has been an increase in building consent activity over the second half of the 2014/2015 financial year. This has meant that the projected total of 732 for the full year has been exceeded by over 100 dwellings and sections.

**Number of new dwellings consented and sections created**

Wellington; cumulative totals to end of June 2015; adjusted for the overlap.

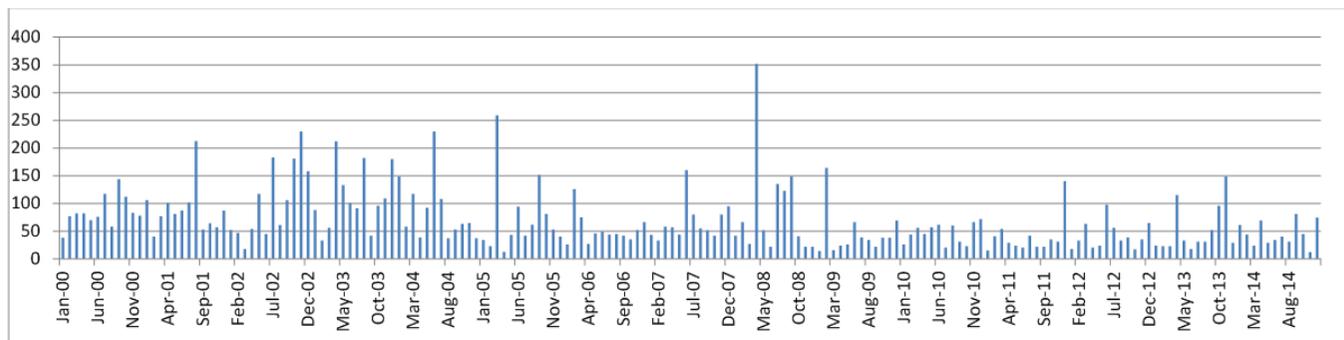
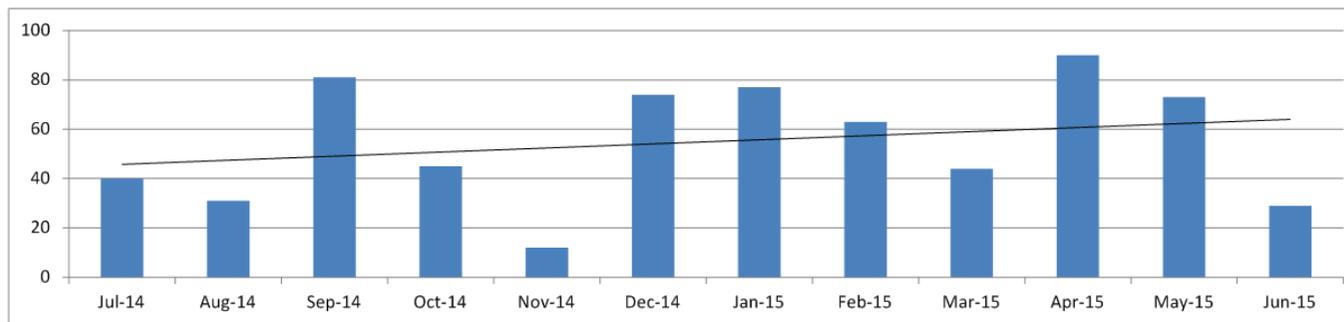


**Consented dwellings – monthly**

The number of dwellings consented on a monthly basis is gradually increasing, with the increase from January – June 2015 lifting overall numbers for the first year beyond the total projected in the first monitoring report.

**Number of new dwellings that received building consent**

Wellington; monthly total; Statistics New Zealand and Wellington City Council

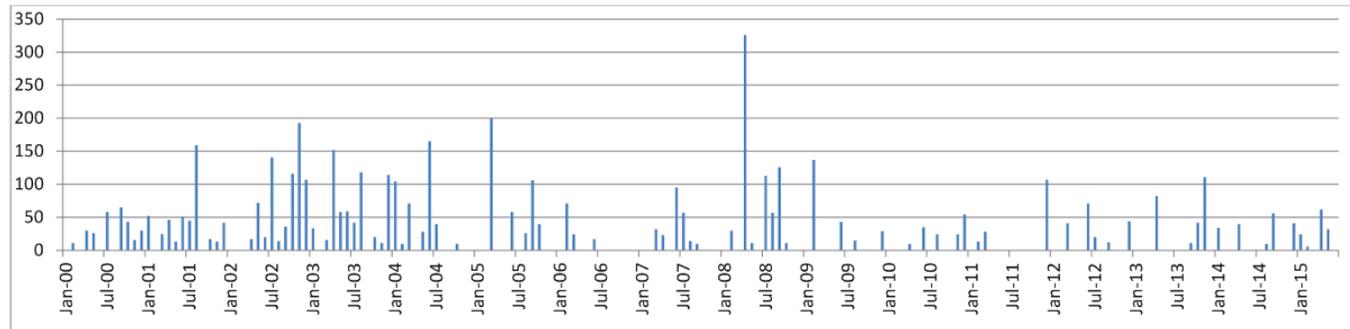
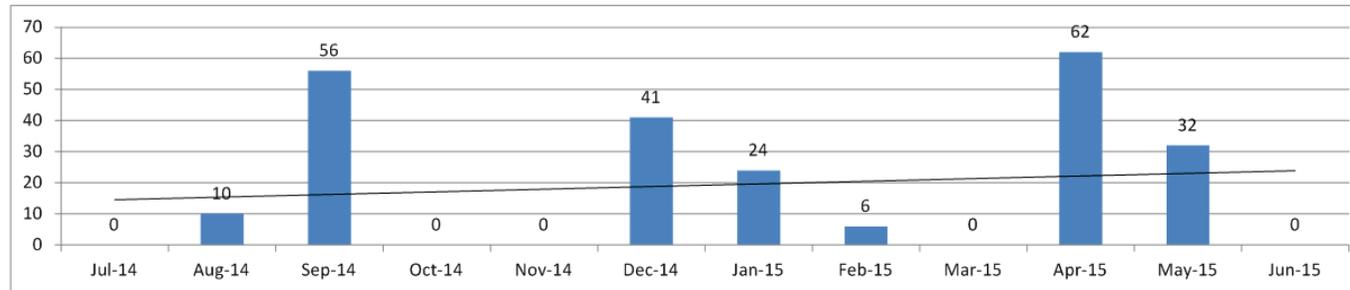


**Consented apartments – monthly**

In line with the long-term trend, the consenting of apartments remains highly variable and the overall number of consented apartments remains low. However, a number of previously consented apartment buildings, such as two on Victoria Street are presently coming to market. This highlights the importance of ‘timing the market’ and reflects an increase in confidence that they are now coming to market.

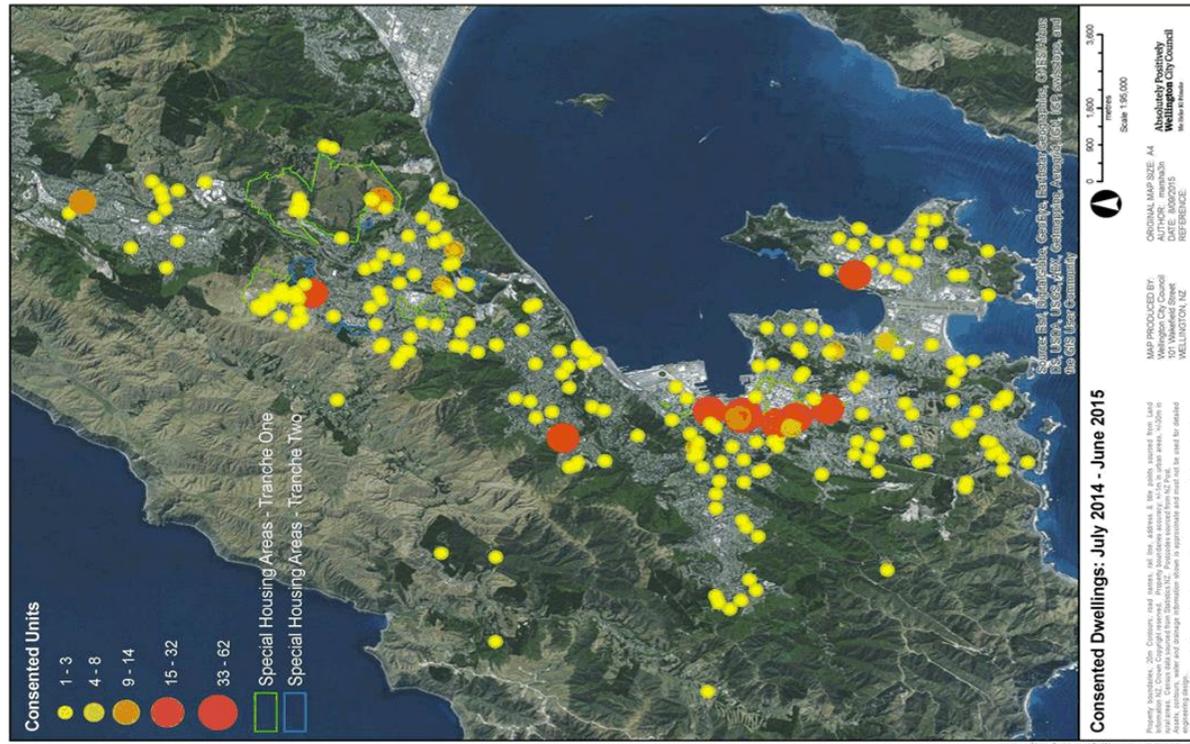
**Number of new apartment dwellings that received building consent**

Wellington; monthly total; Statistics New Zealand and Wellington City Council



**Location of new residential building consents: July 2014 – June 2015**

There is no clear pattern to the distribution of building consent activity. The number of building consents granted within SHAs is 144.

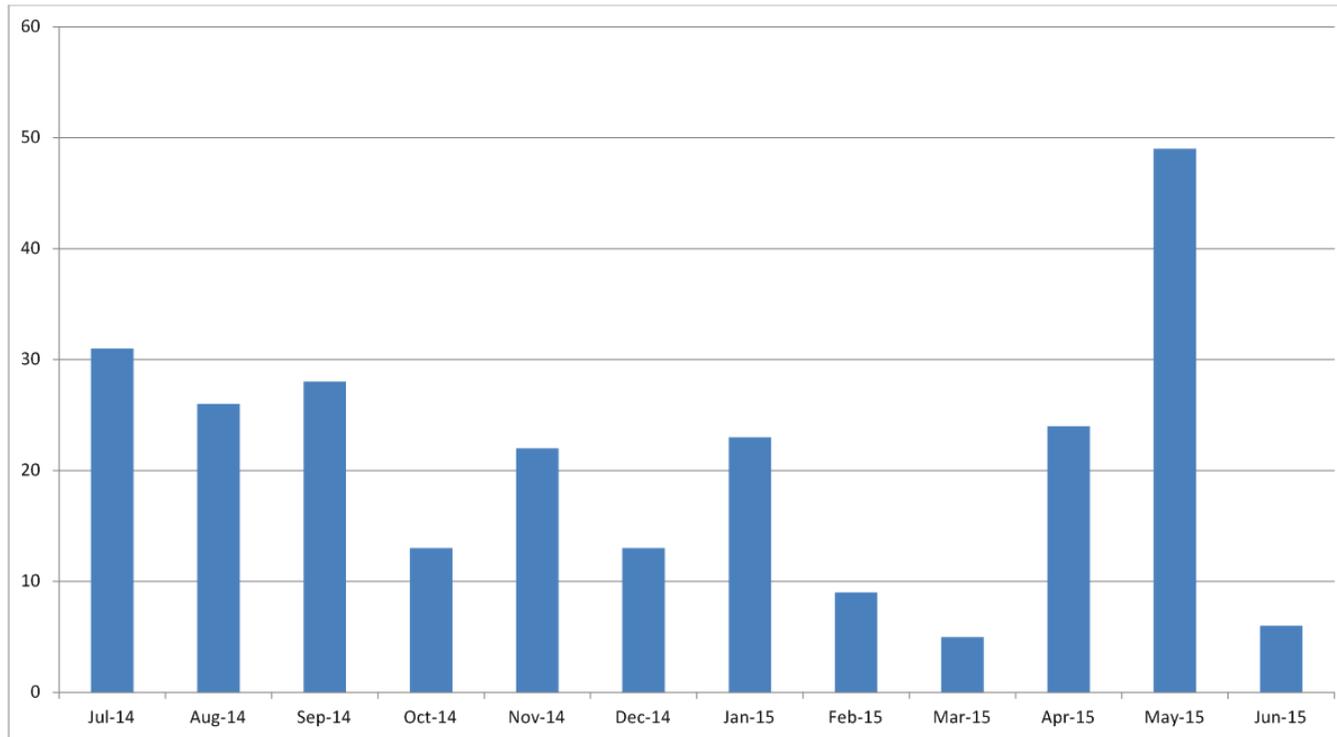


**New sections – monthly**

The average number of new sections created over the first year of the Housing Accord is 20 per month.

**Number of new residential sections granted resource consent**

Wellington; monthly from July 2014; Wellington City Council.

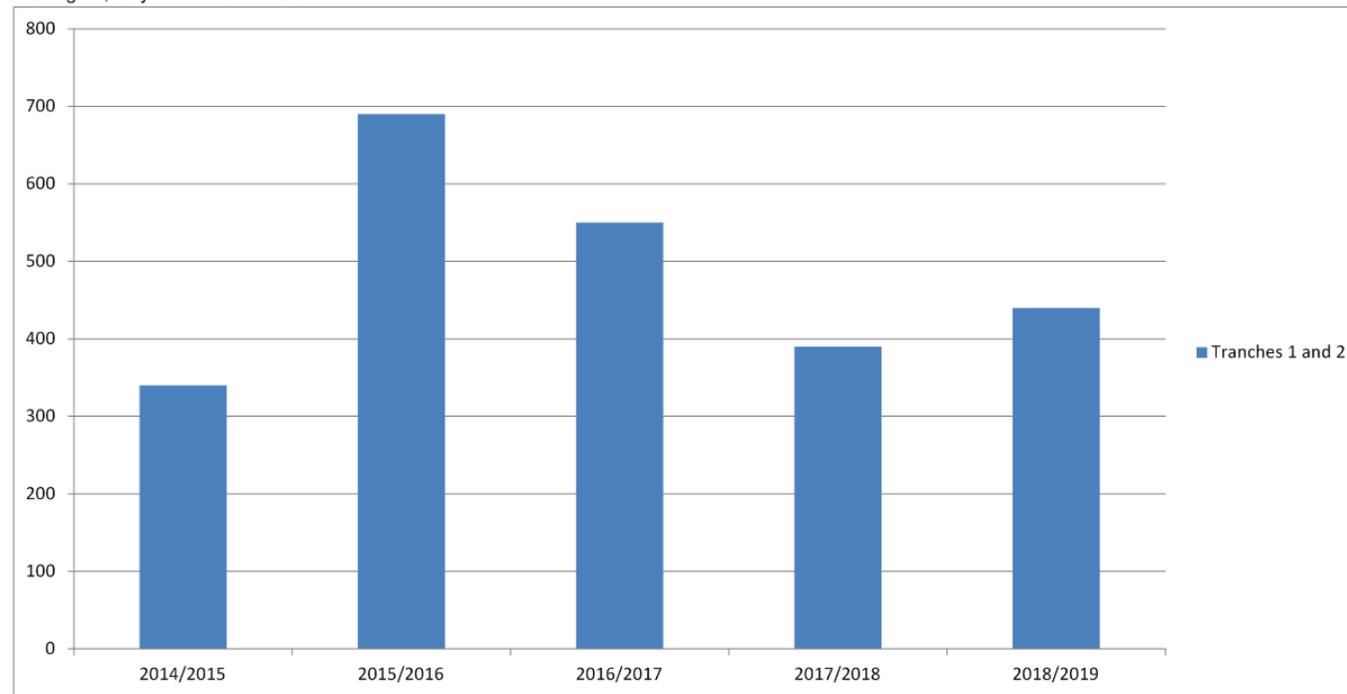




### Special housing areas – potential supply

The 21 SHAs approved to date are expected to supply approximately 2500 dwellings and sections over the five years of the Housing Accord targets. After the first year of the Housing Accord, 172 dwellings and new sections have been consented within SHAs. This reflects the lag in time from the creation of an SHA to applications for resource consent and building consent being lodged.

Anticipated supply of dwellings and sections from within Special Housing Areas  
Wellington; July 2014 – June 2019



**Potential supply – city wide**

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

**Theoretical development capacity.**  
 Wellington City Council

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

**Conclusion**

This second monitoring report prepared as part of the Wellington Housing Accord shows that residential development in the city is steady but still recovering from the significant slow-down caused by the global financial crisis. 21 Special Housing Areas have been established to date with further areas to be nominated shortly. There are encouraging signs that the residential development sector in the city is positioned for a period of increased activity.



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## **PARKING SENSORS UPDATE - ORAL BRIEFING**

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### **Purpose**

1. The purpose of this report is to provide the Committee with an update on our approach to implementing Parking Sensors.

### **Summary**

2. We are looking at a roll-out of parking sensors in April – June 2016. The oral briefing will provide the context on the approach to “Parking Smart” that incorporates promotion of Parking Apps and Parking Sensors.

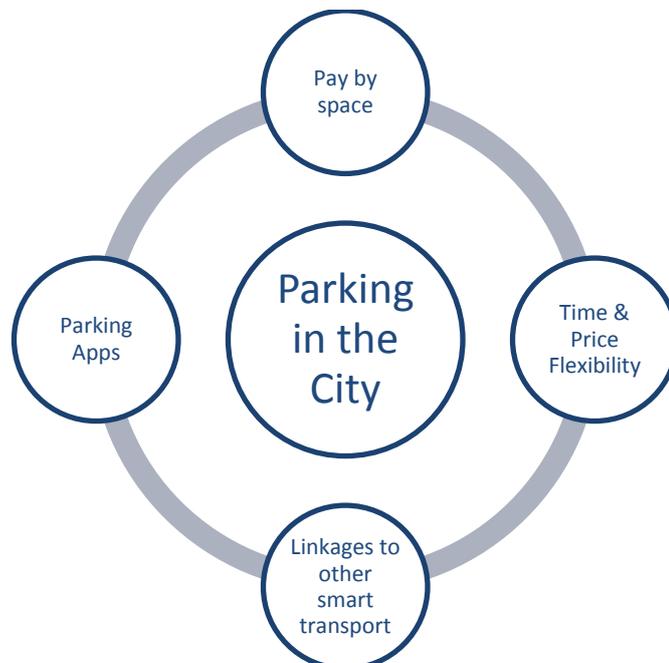
### **Recommendation**

That the Transport and Urban Development Committee:

1. Receive the information.

### **Background**

3. Funding is approved in 2015/2016 for a roll-out of parking sensors (\$1.4 million) with no further decisions by Council required. The oral briefing will provide an overview on the context for the roll-out.
4. Parking Sensors enable pay-by-space rather than pay and display parking. Our approach is to see this as one part of the method to improve parking in the city:



5. The Desired Outcomes from our approach are summarised below. More detail will be provided in our oral briefing.

Customer	Transport	Compliance	Enforcement
<ul style="list-style-type: none"> <li>• Find parks</li> <li>• Pay and walk</li> <li>• Top-up and control</li> <li>• Mobility parking assurance</li> </ul>	<ul style="list-style-type: none"> <li>• Less congestion</li> <li>• Less CO<sub>2</sub></li> <li>• Improved asset management</li> <li>• Informed policy</li> </ul>	<ul style="list-style-type: none"> <li>• More payment</li> <li>• Fewer pay machines</li> <li>• Lower printing, cash costs</li> <li>• Streamline channels (trade coupons etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• More effective</li> <li>• No chalk</li> <li>• Improved management of clearways and illegal parking</li> </ul>

## Attachments

Nil

Author	Philip Simpson, Contractor, COO-Parking Proj & Perf
Authoriser	Greg Orchard, Chief Operating Officer