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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**AGENDA**

**Time:** 9:15 am  
**Date:** Thursday, 11 August 2016  
**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 Swain  
Councillor Woolf  
Councillor Young

(Greater Wellington Regional Council)

**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 held on 30 June 2016 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.



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## 2. General Business

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### BRIEFING | BIKE RACKS ON BUSES

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Item 2.1

#### Purpose

1. To update the Committee on the progress of the bike racks on buses project.

#### Summary

2. Bike racks on buses was identified in Greater Wellington's Regional Council Long Term Plan 2012-22 as a project the Council wished to progress. This project is now underway in partnership with Mana Coachlines. The Council has tested a bus with a bike rack on it on several routes around Wellington City. These have been routes between Newlands, Johnsonville and the CBD, with trips on the hilly and tight Mount Victoria and Roseneath routes.
3. A 6-month trial of bike racks on eight buses travelling on Mana routes is to be held between 3 October - 31 March 2016. The trial will investigate issues relating to insurance, weight and maintenance, policy needs, safety, and communications channels will be developed so that the public can participate fully in this trial. The Greater Wellington Regional Council wishes to engage with Wellington City Council about this trial and respond to any questions the Council might have.
4. A report went to Greater Wellington Regional Council, Sustainable Transport Committee on 11 May 2016 refer to Attachment 1.

#### Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.

#### Attachments

Attachment 1. Greater Wellington Regional Council, Sustainable Transport Committee, 11 May 2016, Bike Racks on Buses Report Page 8

Author	Antoinette Bliss, Governance Advisor
Authoriser	Paul Barker, Safe and Sustainable Transport Manager



**Report** 2016.163  
**Date** 19 April 2016  
**File** CCAB-20-148

**Committee** Sustainable Transport Committee  
**Author** Melanie Thornton, Manager Sustainable Transport  
Gail Reeves, Service Delivery Advisor, Bus & Ferry Operations

## **Bike Racks on Buses**

### **1. Purpose**

To update the Committee on the progress of the bike racks on buses project.

### **2. Background**

Bike racks on buses was identified in the Long Term Plan 2012-22 as a project the Council wished to progress. The initial phase of the project was identified as commencing in the 2015/16 financial year with the roll out across the whole of the bus fleet planned to occur in the 2017/18 year. The main benefits were identified as encouraging integration of active modes with public transport, encouraging reduced use of the private car and reduced vehicle emissions.

An initial amount of \$30,000 was identified to develop a trial for the bike racks to commence in the 2015/16 year. Two bike racks were purchased from a leading international supplier. These are the same racks which are currently used by Environment Canterbury and the New Plymouth Regional Council. It was subsequently decided to recommend that some of the funding be re-budgeted to the 2016/17 financial year as some preparatory work needed to be undertaken first.

The draft Vehicle Quality Standards currently being prepared for inclusion in the new Public Transport Operating Model (PTOM) contracts will require all buses to be fitted with brackets to enable the attachment of a front-mounted Greater Wellington Regional Council (GWRC) approved bike rack. The approved rack must be able to hold a minimum of two bikes. The mounting bracket will need to meet VTNZ requirements for a Certificate of Fitness.

A project team was established to commence this work and comprises staff from both the Public Transport Group and the Sustainable Transport department. This team has undertaken visits to New Plymouth and

Christchurch to discuss the experience of implementing bike racks on buses in both locations and has identified a number of issues which need to be explored prior to any trial commencing in Wellington. These include: insurance, weight and maintenance, driver and headlight visibility, responsibility for warranty of equipment, design and manufacture of mounting brackets, and impediments to bus manoeuvrability. It was decided that a test was required prior to a trial in order to clarify these issues.

### **3. Comment**

The overall approach for considering bike racks on buses comprises the following phases:

#### **Investigation Phase (completed)**

This included a review of policy and bike rack operations locally and internationally. It also included visits to New Plymouth and Christchurch to discuss policy, operational and implementation issues experienced in both locations. Bus operators were engaged to participate in the test and to trial phases on the installation of the racks on buses and certified brackets.

#### **Test Phase (this will not be live to users)**

This will involve testing equipment installation, on-road testing in the road environment (including operation at bus stops, terminals, hills, tight turns etc) with Mana Coach Services, along their main bus routes but also in Wellington CBD and surrounds. This will ensure there are no operational or safety issue arising from the use of the racks. Any policy requirements will be investigated to support how and when the racks can be used.

The test phase is proposed to run during May and June 2016.

#### **Trial Phase (this will be public and live for users)**

This will involve determination of the trial length and scope, measures for use of the racks and overall success of the trial, how issues can be reported, addressing any pedestrian safety issues, what will be required to ensure good user engagement, and any requirements for bus driver training.

The trial will then be established and will need to include opportunities for cyclists to practice using the racks, data gathering and communication of the scope and reason for the trial to the public and cyclists.

The trial phase is proposed to operate for 6 months from October 2016 until March 2017 on one suitable bus route only.

#### **Implementation Phase**

This will be determined based on findings from trial.

#### **4. Findings from investigation phase**

During the investigation period the experiences of Environment Canterbury and New Plymouth Regional Council revealed different experiences reflecting the nature of a busy urban environment in Christchurch versus the smaller city environment of New Plymouth.

New Plymouth Regional Council has eleven buses with bike racks on them. It did not undertake any prior testing but commenced a 6 month trial with two racks. There was initial scepticism from the bus drivers but this was resolved as the uptake of the bike racks proved successful. The Council requires its bus operator Transit to record the use of the racks through the bus ticketing machines and the company bears the cost of repairs as part of its contract with the Council. The Council has been surprised by how well the racks have been used and how the drivers have adjusted to them. Bikes can be put on buses at any time if the buses are at a bus stop. The racks have contributed to growing the use of public transport in the region. There have been no pedestrian safety issues and only one incident with a cyclist.

In Christchurch a 6-month trial was undertaken with six racks on buses. These were put on longer routes which were deemed to be cycle-unfriendly. The trial was considered to be successful and there is now 100% coverage of the urban network with bike racks on buses. The core purpose for the bike racks was for sustainability reasons. By working with the cycle advocacy group Spokes, the Council was able to ensure wide awareness of the racks and good uptake. Since January this year there have been over 17,000 bike trips on buses. Cyclists can put bikes on racks at any stop and at the bus exchange there is an additional door at each bus stop for cyclists to put bikes on the racks.

There have been no changes to timetables as a result of cyclists putting bikes on racks and the time is considered equivalent to loading five passengers on a bus. School children are not allowed to use the racks for two reasons: they are often too small to lift the bikes and use the rack clamp, and there are potential risks about leaving a child behind with a bike if there are already two bikes on the racks.

As in New Plymouth, there was some initial resistance from the bus drivers but this soon disappeared as the cyclists were seen to be using the racks as intended and were not reliant on the drivers to assist.

There were no reported driver visibility issues and drivers gained familiarity with driving with racks on during driver training and while on the road. Bikes left on racks accidentally are considered lost property by the bus companies and requests for bikes to be returned are dealt with through the usual lost property channels. Both councils decided that drivers were not required to assist cyclists load the bikes onto the racks.

In Christchurch the bus companies use a mounting bracket which enables racks to be removed and placed on another bus if needed. This looks like the most flexible option to discuss with the bus companies once the PTOM contracts are awarded. Some buses may need different mounting brackets and the contracts will specify that the bus companies will be responsible for attaching the

appropriate bracket for each bus to ensure it passes the required VTNZ Certificate of Fitness requirements. Staff are in discussion with Mana Coach Services about investigating best methods of attachment for the mounting bracket.

The issue of weight on the racks has been assessed in regard to the considerable growth in uptake of electric bikes in Wellington. The racks can hold a maximum load of 50kg. Electric bikes can weigh up to 25kg including the battery. Even if two bikes were on the racks at the same time this is unlikely to create an overloading issue. The problem is more likely to sit with the cyclist lifting the bike onto the rack, particularly the rack closest to the bus. Whilst Christchurch and New Plymouth councils had not noticed any increase in the number of electric bicycles in their areas, this may not be the case in Wellington.

## **5. Issues to be resolved during test and trial phases**

While there were no changes to timetables in Christchurch, there could be potential delays to buses from loading and unloading bikes at peak times along the Golden Mile which could be exacerbated by the high volume of buses and passengers. There may be insufficient space at some busy bus stops where multiple buses are queued at the same time (i.e. Willis Street). It may be necessary to require cyclists to only upload bikes on racks when the bus is at the front of the bus stop queue, which could result in delays. The project team will work closely with Wellington City Council and the bus operator to ensure all measures are taken to reduce this risk.

Issues of pedestrian safety were negligible in New Plymouth and Christchurch but in Wellington, along the Golden Mile in particular, there is a high concentration of pedestrians and the potential for risks to pedestrian safety could be significant. This will be assessed during the test and trial phases.

The need for good communications prior to and during the trial phase will be vital. As will the need to engage with cycling advocates to ensure there is wide understanding of the nature and extent of the trial.

Issues relating to driving along steep routes, manoeuvrability into and out of termini and around bus stops and tight corners, will also be examined.

## **6. Communication**

Further communication on this will be provided following results of the test.

## **7. The decision-making process and significance**

No decision is being sought in this report as this is an update to the Committee.

### **7.1 Engagement**

Engagement on this matter is unnecessary at this stage and will be determined during the development of the trial.

## **8. Recommendations**

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

**Melanie Thornton**  
Manager  
Sustainable Transport

Report prepared by:

**Gail Reeves**  
Service Delivery Advisor, Bus  
& Ferry Operations  
Public Transport

Report approved by:

**Wayne Hastie**  
General Manager  
Public Transport

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## **ORAL UPDATE - COUNCILLOR SWAIN, GREATER WELLINGTON REGIONAL COUNCIL**

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### **Purpose**

1. The Committee will receive an update from Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee.

### **Summary**

2. At the Wellington City Council (WCC) meeting on 26 August 2015, the Council (WCC) agreed to appoint the Chair of the Sustainable Transport Committee from Greater Wellington Regional Council (GWRC), as a non-voting member of the Council's Transport and Urban Development Committee.

### **Recommendation**

That the Transport and Urban Development Committee:

1. Receive the information.

### **Discussion**

3. Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee will update the Committee on transport projects.

### **Attachments**

Nil

Author	Antoinette Bliss, Governance Advisor
Authoriser	Anusha Guler, Manager Democratic Services

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## FORWARD PROGRAMME

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### Purpose

1. To present the Transport and Urban Development Committee with the forward programme, outlining the papers that will be considered by the Committee for the remainder of the year.

### Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

### Background

2. The Transport and Urban Development Committee forward programme reflects the policy work streams for the Committee as prioritised by the Governance, Finance and Planning Committee (under its delegations) at its meeting held on 11 June 2015. This forward programme also includes operational / “business-as-usual” work requiring decisions in accordance with the delegations of the Transport and Urban Development Committee.

### Discussion

3. The Transport and Urban Development Committee Forward Programme will be presented to each meeting of the Committee.
4. It should be noted that the forward programme as presented in Attachment 1 may be subject to change and that there is the flexibility to respond to any opportunities and obligations that may arise during the next few months and as such, any changes will require the removal or re-prioritisation of other items.

### Attachments

Attachment 1. Forward Programme 2016

Page 15

Author	Antoinette Bliss, Governance Advisor
Authoriser	Anusha Guler, Manager Democratic Services

**Thursday, 15 September 2016**

<b>Transport and Urban Development Committee</b>	
<b>Report Title</b>	<b>Description</b>
Traffic Resolutions	Variety of traffic and parking restrictions
Traffic Resolutions - bus stops	GWRC who are installing <b>50</b> new bus stops for new routes in January 2018
Update Oral Councillor Swain	Councillor Swain provides update on GWRC transport projects each meeting
CBD Speed Limits	Seeking approval from Committee for public consultation

**TO BE SCHEDULED**

<b>Transport and Urban Development Committee</b>	
<b>Report Title</b>	<b>Description</b>
Funding for District Plan change for expansion of Kiwi Point Quarry	Currently going through the process of obtaining resource consents for the allocated business area. Officers to obtain the consents and before going to District Plan change.
Report(s) on the implementation of the Housing Accord	Officers to confirm details. Policy Work programme July 2015.
Report on a Port Precinct Access Plan – already underway and on-going.	Officers to confirm details. Policy Work programme July 2015.
Housing Accord	District Plan: separate piece of RMA project work
District Plan Forward Programme	Legislative requirement to review the Plan. This is a foundational document for the Council as it sets the framework for developers to operate within. Implementation of Review work programme - update.
Petone to Grenada	Consideration of priority status: need to re-evaluate priority as part of RLTP.
Memorial Park	Operations & Management Structure - Options developed by MCH for consideration.
Miramar/Shelly Bay Framework	Oral Briefing
Housing Strategy work programme	Update on the Housing work programme
Central City Parks	tbc by officer
Media density Housing/ Town Centres	tbc by officer



## BUILT HERITAGE INCENTIVE FUND ROUND 1 (OF 3) 2016/17 FINANCIAL YEAR

### Purpose

1. The purpose of this paper is to seek Committee approval to allocate grants, recommended by officers, for the first round of the Built Heritage Incentive Fund (BHIF) for the 2016/17 financial year.

### Summary

2. A total of \$1.1 million is available over the three rounds of the BHIF this financial year.
3. Twelve applications were received this round seeking funding of \$585,913.00. The original information provided through the online applications has been made available to Councillors through the Hub dashboard.
4. The recommendation is that a total of \$305,513.00 is allocated to eleven of the twelve applications this round.
5. A summary of each of the twelve applications is outlined in Attachment One. This includes the project description, outcomes for the heritage building and commentary relating to previously allocated grants.
6. Officers are satisfied that there are no conflicts of interest involved in any of the applications.

### Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to the allocation of Built Heritage Incentive Fund Grants as recommended below:

	<b>Project</b>	<b>Project Total Cost</b>	<b>Amount Requested</b>	<b>Amount eligible for funding</b>	<b>Amount Recommended</b> ex GST if applicable
1	10-24 Blair Street and 7-23 Allen Street	\$73,337.00	\$20,000.00	\$73,337.00	\$20,000.00
2	The Wellington Samoan Assembly of God, 193 Rintoul Street – Structural engineers assessment	\$239,363.00	\$100,000.00	\$239,363.00	Decline
3	22 Burnell Avenue, Thorndon	\$26,815.00	\$13,400.00	\$26,815.00	\$10,000.00
4	Futuna Chapel – 67 Futuna Close, Karori	\$100,513.00	\$35,513.00	\$100,513.00	\$35,513.00
5	St Gerard's Monastery	\$82,000.00	\$25,000.00	\$82,000.00	\$25,000.00

6	60-64 Courtenay Place	\$635,000.00	\$135,000.00	\$635,000.00	\$50,000.00
7	St Matthias' Church – 379 Makara Road	\$204,000.00	\$44,000.00	\$204,000.00	\$44,000.00
8	161 Cuba Street	\$1,300,000.00	\$170,000.00	\$816,125.00	\$90,000.00
9	37 Tarikaka Street, Ngaio	\$16,162.50	\$3,000.00	\$16,162.50	\$3,000.00
10	49 Tarikaka Street, Ngaio	\$32,209.00	\$10,000.00	\$17,192.00	\$3,000.00
11	Wellesley Building – 2 Maginnity Street	\$30,000.00	\$15,000.00	\$30,000.00	\$15,000.00
12	Wellington Rowing Club – 29 Jervois Quay	\$30,006.65	\$15,000.00	\$30,006.65	\$10,000.00

## Background

7. The Built Heritage Incentive Fund (BHIF) is a key initiative of the Wellington Heritage Policy 2010. The policy demonstrates Council's "commitment to the city's built heritage to current owners, the community, visitors to the city and to future generations". The BHIF helps meet some of the additional costs associated with owning and caring for a heritage property.
8. During the 2012/22 Long Term Plan deliberations it was agreed that the BHIF will focus on "*on remedying earthquake prone related features or securing conservation plans / initial reports from engineers.*" As such, funding has been prioritised accordingly with 15% of the allocation going toward projects conservation projects (e.g. repairs to joinery or glazing, protective works on archaeological sites, and maintenance reports) and 85% to seismic strengthening projects annually.
9. In accordance with the current eligibility and assessment criteria the following factors are considered in determining the support of BHIF applications:
  - The risk of the heritage value diminishing if funding is not granted
  - Confidence in the proposed quality of the work/professional advice
  - The project is visible and/or accessible to the public
  - The project will provide a benefit to the community.
10. Continuing on from above, consideration is then given to the following when recommending the amount of funding:
  - The value of the funding request
  - The value of the funding request when considered against the total project cost
  - Parity with similar projects in previous rounds
  - Equitable distribution in the current round
  - The amount of funding available for allocation.
11. There are additional allocation guidelines for conservation and seismic applications as follows:
  - For conservation, restoration, repair or maintenance works:

- The heritage significance of the building<sup>1</sup> and the degree to which this significance will be enhanced or negatively impacted by the works
  - If the building is on the Heritage New Zealand list
  - For seismic strengthening projects:
    - The heritage significance of the building and how the works will benefit or negatively impact its heritage significance.
    - If the building is on the [Heritage New Zealand list](#).
    - If the building is on the [WCC Earthquake-prone building list](#)
    - [The](#) expiry date of a s124 Notice under the Building Act 2004.
    - [The](#) building being in one of the following focus heritage areas<sup>2</sup>: Cuba Street, Courtenay Place or Newtown shopping centre heritage area.
    - Joint strengthening applications – a project that strengthens more than one attached building.
12. To ensure funds are used appropriately, conditions may be suggested in certain circumstances should funding be approved

## **Discussion**

13. It is recommended that eleven applicants are allocated \$305,000.00 from the 2016/17 BHIF. The eleven eligible applications recommended for funding have provided the necessary information and meet the criteria for the fund.
14. The officer panel (consisting of Heritage, Funding, District Plan and Building Resilience officers) have assessed the eleven applications received this round against the current priority and stated criteria of the BHIF (Attachment Two). Assessment summaries are included at Attachment One.
15. It is recommended that the Wellington Samoan Assembly of God be declined in this round on the basis that officers do not have the confidence that the project has sufficient funding, beyond the BHIF, to complete the project within the 18 month period required by this fund. This has been communicated with the applicant who has agreed that an application which more clearly demonstrates their fundraising plan will be submitted in the October round of the BHIF this year.
16. Not all applications were recommended grants of the total amount requested. When assessed against the criteria outlined in paragraphs 8-11 above, allocations are considered to be equitable across those received in this round, equivalent to grants awarded in previous rounds of the BHIF and within the funding levels provided for in the 2016/17 Annual Plan. Officers have confidence that where the total amount of funding requested is not granted, applicants will be able to source the difference and projects will still be completed.

## **Options**

17. The Transport and Urban Development Committee can choose to agree to the recommendations as above, or propose an alternative recommendation in accordance with Committee procedures.

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<sup>1</sup> The Council has assessed all heritage buildings and a heritage inventory report is available from the Heritage Team.

<sup>2</sup> This focus is based on high numbers of earthquake-prone buildings in one heritage area as well as the levels of traffic that occur in these areas.

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**Next Actions**

18. Successful applicants have 18 months to undertake the work and provide evidence of completion to Officers before the allocated funding is paid out.

**Attachments**

- Attachment 1. Attachment One Assessment Summaries Page 22  
Attachment 2. Attachment Two BHIF Criteria Page 46

Author	Vanessa Tanner, Senior Heritage Advisor
Authoriser	Warren Ulusele, Manager City Planning and Design David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Not applicable

### **Treaty of Waitangi considerations**

Not applicable

### **Financial implications**

The recommended allocations for this round of the BHIF are within the funding levels provided for in the 2016/17 Annual Plan

### **Policy and legislative implications**

The Built Heritage Incentive Fund is a key initiative of the Wellington Heritage Policy 2010

### **Risks / legal**

Officers are satisfied that there are no conflicts of interest involved in any of the applications

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

Not applicable

### **Communications Plan**

A press release is created on the day Committee makes its decision on funding applications.

### **Health and Safety Impact considered**

Not applicable

Attachment One

Summary of Applications to the Built Heritage Incentive Fund 2016/17 Round 1  
(of 3)

<b>Project 1</b>	10-24 Blair Street and 7-23 Allen Street
<b>Applicant</b>	Allan Blair Properties
<b>Project:</b>	Seismic strengthening
<b>Total project cost</b>	\$73,337.00
<b>Amount requested</b>	\$20,000.00
<b>Amount eligible for funding</b>	\$73,337.00
<b>Recommended Grant</b> ex GST if applicable	\$20,000.00

**Building Information**



- District Plan Individually Listed Map Reference 16 Symbol Reference Allen Street 10/3 Blair Street, 26/1 Contributes to the Courtenay Place Heritage Area (Map Reference 16, Symbol Reference 26)
- 7-17 Allen Street (10-18 Blair Street) is a good representative example of an inter-war Stripped Classical warehouse building.
- This building is associated with the produce markets in Wellington, which were held there for over 50 years. It is related to the commercial and economic development in the early 20<sup>th</sup> century.
- This building has an important townscape role as an element to both streets of the Blair/Allen Street precinct of 19<sup>th</sup> and early 20<sup>th</sup> century masonry warehouses.

<b>The Issue</b>	Major re-development of the buildings was undertaken in 1996 when they became vacant and derelict after the produce markets moved to Grenada North. At that time structural strengthening gave the buildings an estimated 40% NBS value. The current project is to add structural strengthening to both buildings to increase that value to 80%. This application is for funding to assist in retaining the roof structure of the central Thompson Brothers Building atrium, which will be raised from its current location at first floor
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		level, up to parapet level. The funding application was made on advice received from a WCC Heritage Advisor as a result of the Resource Consent process.
<b>Review Proposal</b>	<b>of</b>	<p>The building is not on Council's Earthquake Prone Building List however, the project is supported from a heritage and building resilience perspective.</p> <p>The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> <li>• \$23,500.00 seismic strengthening and conservation 40, Ferry Street, Seatoun February 2016 round.</li> <li>• \$10,000.00 seismic strengthening Inverleith Apartments, 306 Oriental Parade</li> </ul>
<b>BHIF Outcome</b>		<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge and protect the heritage values of this heritage building.</li> <li>• Acknowledge the additional costs associated with maintaining a heritage building.</li> </ul>
<b>Additional condition(s)</b>	<b>BHIF</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> <li>• WCC Heritage Team's onsite approval of works before the scaffold is removed.</li> </ul>

<b>Project 2</b>	The Wellington Samoan Assembly of God - 193 Rintoul Street
<b>Applicant</b>	Assembly of God (Wellington Samoan) Trust Board
<b>Project:</b>	Seismic strengthening - repiling
<b>Total project cost</b>	\$239,363.00
<b>Amount requested</b>	\$100,000.00
<b>Amount eligible for funding</b>	\$239,363.00
<b>Recommended Grant ex GST if applicable</b>	Decline



**Building Information**

- Contributes to the Berhampore Shopping Centre Heritage Area (Map Reference 6, Symbol Reference 34)
- Built in 1900, under the aegis of the Vivian Street Baptist Church Trust Board
- The exterior of the church has been little altered over time and corresponding high has a level of authenticity in its architecture and materials.
- It has a distinctive double-bay entry porch, of a Gothic Revival flavour, set up above the street level, a substantial gable-roofed nave with evenly-spaced arched double-hung windows (with lead-light glazing) along the sides, and is enlivened with a modest amount of architectural trim and detail, including dentilling at the tops of the barge boards.
- The church maintains strong support from the Samoan community.

<b>The Issue</b>	<p>The floor of the building is sinking and requires repiling. The Dunning Thornton repiling design for the building (funded by the BHIF February 2016 round) will structurally strengthen it to 100% NBS.</p> <p>This building received funding of \$8,600.00 for seismic assessment and strengthening design as a result of a successful BHIF application in the February 2016 round. Prior to that the building received \$20,000.00 for structural assessment and urgent</p>
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	maintenance.
<b>Review of Proposal</b>	<p>The building is not on Council's Earthquake Prone Building List however, the project is supported from a heritage and building resilience perspective.</p> <p>It is recommended that this application is declined in this round on the basis that Officers do not have the confidence at this stage that the project has sufficient funding (independently of the BHIF) to complete the project within the 18 month period required by the BHIF.</p> <p>This has been communicated to the applicant who has agreed that an application which demonstrates more clearly their fundraising plan will be resubmitted in the October 2016 round of the BHIF. To this end the Heritage Team has offered to write a letter in support of the Assembly of God (Wellington Samoa) Trust Board's application to other funding providers on heritage grounds.</p>

<b>Project 3</b>	22 Burnell Avenue, Thorndon
<b>Applicant</b>	Bruce Lynch
<b>Project</b>	Seismic strengthening
<b>Total project cost</b>	\$26,815.00
<b>Amount requested</b>	\$13,400.00
<b>Amount eligible for funding</b>	\$26,815.00
<b>Recommended Grant ex GST if applicable</b>	\$10,000.00



**Building Information**

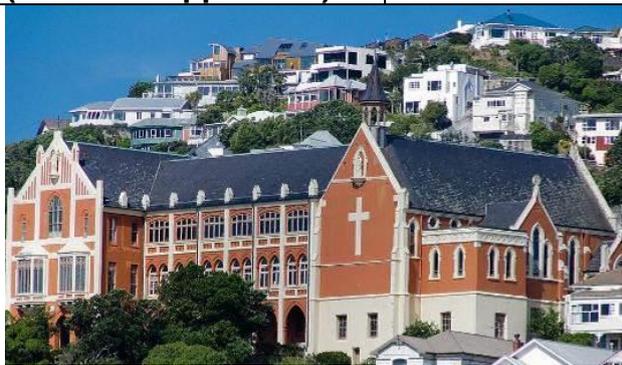
- District Plan Individually Listed Building; Map 18, Symbol 46
- The house at 22 Burnell Avenue has significant architectural value; designed by James Chapman Taylor, the house is one Wellington's best Arts and Crafts style houses.
- The house shows an exemplary understanding of the practice and philosophy of the style.
- The building retains functional use values and authenticity of design, materials, and workmanship.
- Heritage New Zealand List Category II

<b>The Issue</b>	The house is constructed from double skin unreinforced brick with a steeply pitched ceramic tiled roof on timber framing with gable ends and chimneys. The weight of the tiled roof has begun to push the gable ends of the main two storey house wing outwards which has increased its vulnerability to damage from seismic activity.
<b>Review of Proposal</b>	This building is outside of the scope of WCC's Earthquake Prone Buildings Policy as such it has not been assessed by Council or listed on the Earthquake Prone Buildings list however it is a two storey unreinforced masonry building considered to be a seismic risk.  The project is supported from a heritage and building resilience perspective. The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include: <ul style="list-style-type: none"> <li>• \$23,500 seismic strengthening and conservation 40 Ferry Street, Seatoun February 2016 round</li> <li>• \$10,000 seismic strengthening Inverleith Body Corporate 306 Oriental Parade October 2015 round</li> </ul>
<b>BHIF Outcome</b>	The grant will:

	<ul style="list-style-type: none"> <li>• Acknowledge and protect the heritage values of this individually listed building.</li> <li>• Acknowledge the additional costs associated maintaining a heritage building.</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> <li>• WCC Heritage Team’s onsite approval of works.</li> </ul>

<b>Project 4</b>	Futuna Chapel – 67 Futuna Close, Karori
<b>Applicant</b>	Friends of Futuna Charitable Trust
<b>Project</b>	Structural strengthening and conservation
<b>Total project cost</b>	\$100,513.00
<b>Amount requested</b>	\$35,513.00
<b>Amount eligible for</b>	\$100,513.00
<b>Recommended Grant (ex GST if applicable)</b>	\$35,513.00
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>image source: <a href="http://www.eventfinder.co.nz">www.eventfinder.co.nz</a></p> </div> <div style="width: 50%;"> <p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• District Plan Individually Listed Building; Map 11, Symbol 124</li> <li>• Designed by architect John Scott the chapel is notable for the way in which it has successfully synthesized Maori and Pakeha architectural traditions to create a genuinely local modern architecture.</li> <li>• The building is considered by many architects as a seminal work of New Zealand architecture and this is noted by the award of both the NZIA Gold Medal and 25-year Award.</li> <li>• The building is held in high public esteem, particularly by the architectural community, and this can be seen by the support of a wide network of interested people when the building was threatened by the c.2000s housing development.</li> <li>• The building has historic value for its association with the Marist Brothers, and is named after a tragic event in Marist religious history.</li> <li>• The building continues to have spiritual significance to the religious community that, for forty years, used the Chapel as part of their religious retreats.</li> <li>• Heritage New Zealand List Category I</li> </ul> </div> </div>	
<b>The Issue</b>	<p>Structural repairs are required to the four exterior structural fins and the four triangular coloured windows. The work was identified as a result of engineer Win Clarke’s seismic assessment.</p> <p>Futuna Chapel has been the successful recipient of funds in 2006 for its purchase and refurbishment (\$50,000) and again in 2010 with \$10,000 for repairs and restoration. In 2013 the Chapel received a grant of \$27,000 for strengthening and</p>

	restoration design.
<b>Review of Proposal</b>	<p>The work is supported from a building resilience and heritage perspective. The work is being undertaken in accordance with the Chapel's Conservation Plan. The proposal fits the conservation component of the BHIF, previous grants for similar work include:</p> <ul style="list-style-type: none"> <li>• \$47,750 conservation and adaptive reuse St James Church 235 Adelaide Road March 2015 round</li> <li>• \$20,000 repiling, roof repair, painting interior and exterior, plumbing and electrical works Holy Trinity Church Ohariu March 2015 round</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge and protect the heritage values of this individually listed heritage building;</li> <li>• Acknowledge the additional costs associated maintaining a heritage building;</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> <li>• Project architect's sign off that the work has been completed</li> </ul>

<b>Project 5</b>	St Gerards Monastery
<b>Applicant</b>	Institute for World Evangelisation – ICPE Mission
<b>Project</b>	Detailed seismic assessment, concrete examination and strengthening concept design
<b>Total project cost</b>	\$82,000.00
<b>Amount requested</b>	\$25,000.00
<b>Amount eligible for</b>	\$82,000.00
<b>Recommended Grant (ex GST if applicable)</b>	\$25,000.00
	<p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• District Plan Individually Listed Map 12, Symbol 143-144</li> <li>• This building is a significant example of the Gothic revival style of architecture in New Zealand. Its style, scale, materials, quality, and craftsmanship all give St Gerard’s architectural value.</li> <li>• The building is also a representative example of two of Wellington and New Zealand’s most prominent architects, John Swan and Frederick de Jersey Clere.</li> <li>• This building is associated with the Redemptorist faith, and the Church is the first in the world to be dedicated to Italian saint Gerard Majella.</li> <li>• This building has substantial townscape value for the part it plays in defining the Mt Victoria and Oriental bay areas. It is situated on a prominent cliff top and as such provides a visual land mark for the city.</li> <li>• Heritage New Zealand List Category I</li> </ul>
	<p><b>The Issue</b></p> <p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>This building received funding of \$4,347.00 for geotechnical seismic assessment as a result of a successful BHIF application in the July 2013 round.</p>
<b>Review of Proposal</b>	The project is supported from a heritage and building resilience perspective. The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include:

	<ul style="list-style-type: none"> <li>• \$30,000 Seismic assessment and detailed strengthening design The Former Tramway Hotel -114 Adelaide Road February 2016 round</li> <li>• \$30,000 Seismic engineering assessment Former BNZ, 79 Manners Street, March 2014 round</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge the heritage values of this individually listed heritage building;</li> <li>• Acknowledge the additional costs associated with maintaining heritage buildings.</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• Supply of engineering and assessment reports and concept design to WCC</li> </ul>

<b>Project 6</b>	60-64 Courtenay Place
<b>Applicant</b>	Intrepid Horizons Ltd
<b>Project</b>	Seismic strengthening
<b>Total project cost</b>	\$635,000.00
<b>Amount requested</b>	\$135,000.00
<b>Amount eligible for</b>	\$635,000.00
<b>Recommended Grant (ex GST if applicable)</b>	\$50,000.00

**Building Information**



- District Plan: Individually listed building (Map 16, symbol 66/1)
- The former Wellington Gas Company Building is a relatively grand example of a late-Victorian commercial building. It was designed by prominent local architect, Thomas Turnbull, and is particularly notable for its well-proportioned and ornate Classical Palazzo-style facades to both Courtenay Place and Tory Street.
- This building housed the offices and main showroom of the Wellington Gas Company from 1898 to 1992. The company manufactured and sold coal-gas; and imported, sold and educated consumers on the use of gas appliances in the 19<sup>th</sup> and 20<sup>th</sup> centuries.
- But for the ground floor front façade, this building is relatively unaltered and has occupied this prominent corner site for over 110 years. It makes a major contribution to the streetscape, and to the sense of place and continuity of Courtenay Place and the nearby Courtenay Place Heritage Area.
- Historic Places Trust Category II

**The Issue**

The engineers statement accompanying this application describes this building as above 37% NBS. The proposal is to strengthen the ground floor level of the building to 80% NBS. This is stage 1 of a proposed strengthening solution for the whole building.

This building received funding of \$25,000 for detailed strengthening design as a result of a successful BHIF application in the August 2014. The proposed strengthening is the next phase of the applicant's project.

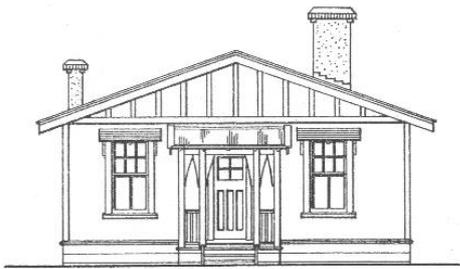
<p><b>Review of Proposal</b></p>	<p>The building is not on Council’s Earthquake Prone Building List however, the project is supported from a heritage and building resilience perspective.</p> <p>The proposed work fits with the current priority of the BHIF and previous grants for similar works include:</p> <ul style="list-style-type: none"> <li>• \$50,000 seismic strengthening Hotel St George – 124 Willis Street, October 2015 round</li> <li>• \$10,000 seismic strengthening Inverleith Body Corporate 306 Oriental Parade October 2015 round</li> </ul>
<p><b>BHIF Outcome</b></p>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge the heritage value of the individually listed building</li> <li>• Acknowledge the additional costs associated with maintaining heritage buildings.</li> </ul>
<p><b>Additional BHIF condition(s)</b></p>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> <li>• Evidence of discussions with Heritage New Zealand regarding archaeological requirements under the Heritage New Zealand Pouhere Taonga Act 2014 that might be required to undertake ground work, must be provided before the project commences</li> <li>• Project engineer sign off on completion of strengthening works</li> </ul>

<b>Project 7</b>	St Matthias' Church – 379 Makara Road
<b>Applicant</b>	Karori Anglican Churches
<b>Project</b>	Seismic strengthening
<b>Total project cost</b>	\$204,000.00
<b>Amount requested</b>	\$44,000.00
<b>Amount eligible for funding</b>	\$204,000.00
<b>Recommended Grant ex GST if applicable</b>	\$44,000.00
	<p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• District Plan Individually Listed Building; Map 9, Symbol 196</li> <li>• St Matthias' is a good representative example of revivalist architecture, a design style that was typical of New Zealand Anglican church buildings in the early twentieth century. The building was designed to resemble an English rural parish church, and is particularly notable for the simplicity of its form, and for the careful composition of the bell tower that is the building's most prominent feature.</li> <li>• St Matthias' was designed by architect Frederick Jersey de Clere who was distinguished in church design</li> <li>• The building has a historic association with the Anglican Church in New Zealand. It is representative of the history of rural settlements in New Zealand in that church buildings and church attendance were a vital and routine part community life.</li> <li>• The church is an enduring landmark on Makara Road and makes a strong contribution to the sense of place and continuity of Makara village.</li> <li>• Heritage New Zealand Listed Category II</li> </ul>
<b>The Issue</b>	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
<b>Review of Proposal</b>	St Matthias' Church has in the range of 10-15% NBS. The proposal is to seismically strengthen the building to 35% NBS with a scheme that may be able to be built upon to increase the % NBS in the future funds permitting. The design of the strengthening scheme has been informed

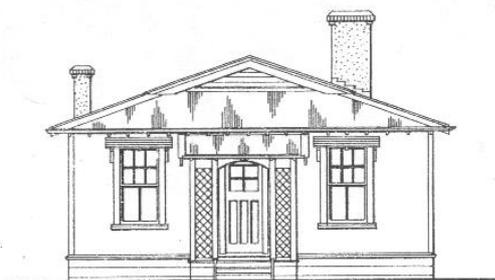
	<p>by a conservation architect. Part of the proposed project also involves repairs to the leaking roof and the floor of the church.</p> <p>The project is supported from a heritage and building resilience perspective. The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> <li>• \$60,000 towards seismic strengthening of 216 Cuba Street, October 2015 round.</li> <li>• \$50,000 seismic strengthening Quaker Meeting House, 7 Moncrief St Mt Victoria, July 2015 round</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge and protect the heritage values of this individually listed heritage building;</li> <li>• Contribute to removing this building from the Earthquake Prone Building List.</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> <li>• Written confirmation from the project engineer that strengthening scheme which has been designed to bring the building up to 35% NBS could be built upon in the future to further strengthen the building</li> <li>• Submission of a plan detailing the assessment of the T&amp;G floorboard removal, replacement and retention.</li> <li>• Project engineer sign off on completion of strengthening works</li> </ul>

<b>Project 8</b>	161 Cuba Street
<b>Applicant</b>	CK Journey Ltd
<b>Project</b>	Seismic strengthening
<b>Total project cost</b>	\$1,300,000.00
<b>Amount requested</b>	\$170,000.00
<b>Amount eligible for</b>	\$816,125.00
<b>Recommended Grant (ex GST if applicable)</b>	\$90,000.00
	<p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• District Plan Individually Listed Map 16, Symbol 84. Contributes to the Cuba Street Heritage Area.</li> <li>• Designed by notable Wellington architect JM Dawson for prominent Wellington businessman and benefactor TG Macarthy.</li> <li>• This building is a representative example of an Edwardian masonry commercial building in a sparsely detailed neo-Classical style.</li> <li>• The Cuba Street and Swan Lane facades of the building remain largely unchanged with a high level of original detailing.</li> <li>• This building has historic value for its long use as a drapery (about 50 years), in particular as the head store of George and George, a very successful Wellington drapery business.</li> <li>• This building is part of a group of Edwardian commercial buildings on Cuba Street which contributes positively to the Cuba Street Heritage Area.</li> <li>• Heritage New Zealand Listed Category II</li> </ul>
<b>The Issue</b>	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
<b>Review of Proposal</b>	The proposal is to seismically strengthen the building to over 70% NBS. The project is supported from a heritage and building resilience perspective. The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include:

	<ul style="list-style-type: none"> <li>• \$60,000 seismic strengthening the Albermarle Hotel – 59 Ghuznee Street, February 2016 round.</li> <li>• \$100,000 seismic strengthening the NZMA building 26 The Terrace July 2015 round.</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge the additional costs associated with maintaining heritage buildings.</li> <li>• Contribute to removing this building from the Earthquake Prone Building List.</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> <li>• Evidence of discussions with Heritage New Zealand regarding archaeological requirements under the Heritage New Zealand Pouhere Taonga Act 2014 that might be required to undertake ground work, must be provided before the project commences</li> <li>• Conservation architect input, assessment and endorsement of the proposal. Reports to be supplied to Council.</li> <li>• Project engineer sign off on the completion of strengthening works</li> </ul>

<b>Project 9</b>	37 Tarikaka Street, Ngaio
<b>Applicant</b>	Michael Hyde
<b>Project</b>	Re-roofing railway cottage and shed
<b>Total project cost</b>	\$16,162.50
<b>Amount requested</b>	\$3,000.00
<b>Amount eligible for</b>	\$16,162.50
<b>Recommended Grant (ex GST if applicable)</b>	\$3,000.00
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p style="text-align: center;">ROOF D, PORCH D</p> </div> <div style="width: 50%;"> <p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• 37 Tarikaka Street contributes to the Tarikaka Street Heritage Area.</li> <li>• The Tarikaka Street Heritage Area in Ngaio contains 71 houses, of which 64 were constructed by New Zealand Railways, firstly in 1927-29 with more added between 1938 and 1940, as part of efforts to provide mass, low cost housing for its workers.</li> <li>• This is an historically important grouping of houses, built as part of the first successful mass housing scheme undertaken in New Zealand.</li> <li>• This is the best surviving settlement in the lower North Island and an important element in the northern suburban streetscape</li> </ul> </div> </div>	
<b>The Issue</b>	As a result of leaks and signs of degradation the dwelling and its original shed require new roofs to maintain weather tightness.
<b>Review of Proposal</b>	Maintaining the building in a watertight condition is critical for its conservation and continued use. The proposal is consistent with the conservation component of the BHIF previous grants for similar works include: <ul style="list-style-type: none"> <li>• \$3000 roof replacement, spouting and downpipes 56 Tarikaka St November 2010 round</li> <li>• \$1500 roof replacement 26 Tarikaka Street August 2012 round</li> </ul>
<b>BHIF Outcome</b>	The grant will: <ul style="list-style-type: none"> <li>• Recognise the heritage values of this heritage building</li> </ul>
<b>Additional BHIF</b>	Release of funds is subject to:

<b>condition(s)</b>	<ul style="list-style-type: none"><li>• Applicant must demonstrate that the Coloursteel corrugate profile selected is the closest match to the original corrugated iron profile as is possible to obtain at this time. This must be undertaken before the roof is removed.</li><li>• That possible work to the gable meet the District Plan 3.10 definition of repairs and maintenance or that Resource Consent be applied for and granted accordingly.</li><li>• WCC Heritage Team's onsite approval of works</li></ul>
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<b>Project 10</b>	49 Tarikaka Street, Ngaio
<b>Applicant</b>	Rachel Wilkinson
<b>Project</b>	Re-roofing railway cottage, new guttering and downpipes and reconstruction of path
<b>Total project cost</b>	\$32,209.00
<b>Amount requested</b>	\$10,000.00
<b>Amount eligible for</b>	\$17,192.00
<b>Recommended Grant (ex GST if applicable)</b>	\$3,000.00
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p style="text-align: center;">ROOF B, PORCH B</p> </div> <div style="width: 50%;"> <p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• 49 Tarikaka Street contributes to the Tarikaka Street Heritage Area.</li> <li>• The Tarikaka Street Heritage Area in Ngaio contains 71 houses, of which 64 were constructed by New Zealand Railways, firstly in 1927-29 with more added between 1938 and 1940, as part of efforts to provide mass, low cost housing for its workers.</li> <li>• This is an historically important grouping of houses, built as part of the first successful mass housing scheme undertaken in New Zealand.</li> <li>• This is the best surviving settlement in the lower North Island and an important element in the northern suburban streetscape</li> </ul> </div> </div>	
<b>The Issue</b>	The current roof is leaking and considered beyond repair; the dwelling requires a new roof to maintain weather tightness. Other works to be undertaken at this time include replacing guttering and reconstruction of a concrete pathway to drain water away from the dwelling.
<b>Review of Proposal</b>	<p>Maintaining the building in a watertight condition is critical for its conservation and continued use. The guttering replacement and reconstruction of path do not necessarily constitute conservation work and are therefore not considered a priority for funding.</p> <p>The proposal to re-roof the dwelling is consistent with the conservation component of the BHIF previous grants for similar works include:</p> <ul style="list-style-type: none"> <li>• \$3000 roof replacement, spouting and downpipes 56</li> </ul>

	<p>Tarikaka St November 2010 round</p> <ul style="list-style-type: none"> <li>• \$1500 roof replacement 26 Tarikaka Street August 2012 round</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Recognise the heritage values of this heritage building</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• Applicant must demonstrate that the Coloursteel corrugate profile selected is the closest match to the original corrugated iron profile as is possible to obtain at this time. This must be undertaken before the roof is removed.</li> <li>• WCC Heritage Team's onsite approval of works</li> </ul>

<b>Project 11</b>	Wellesley Building – 2 Maginnity Street
<b>Applicant</b>	Wellesley Westminster Hotel
<b>Project</b>	Seismic options analysis
<b>Total project cost</b>	\$30,000.00
<b>Amount requested</b>	\$15,000.00
<b>Amount eligible for</b>	\$30,000.00
<b>Recommended Grant (ex GST if applicable)</b>	\$15,000.00
	<p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• District Plan Individually Listed Map 17, Symbol 193. Contributing to the Cuba Street Heritage Area</li> <li>• The Wellesley Club is the pre-eminent building in the Georgian style in Wellington, a major work of the architect William Gray Young. Its architectural excellence was recognised by the New Zealand Institute of Architects which awarded it a gold medal in 1932.</li> <li>• The building is associated with the Wellesley Club, an establishment that has been important to the social and business life of the capital city for over 100 years.</li> <li>• The building makes a strong positive contribution to the Stout Street Heritage Area, a collection of nearby high quality heritage buildings.</li> <li>• Heritage New Zealand Listed Category I</li> </ul>
	<p><b>The Issue</b></p> <p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>Heritage New Zealand has committed a contribution of \$15,000 toward obtaining this seismic options analysis.</p> <p>The applicant received \$15,000 from the BHIF in June 2010 for a seismic assessment which was completed by Spencer Holmes Ltd. It is understood that this previous strengthening solution involved structurally tying the Wellesley club building to its neighbour MBIE and that now that MBIE's renovation and tenanting has been completed that that strengthening solution is no longer an option.</p>

<b>Review of Proposal</b>	<p>The proposal is to develop a fully costed seismic options analysis report including concept strengthening drawings and an elemental estimate of cost for the proposed options.</p> <p>There is provision for conservation advice to be incorporated into the concept planning.</p> <p>The project is supported from a heritage and building resilience perspective. The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> <li>• \$30,000 Seismic assessment and detailed strengthening design The Former Tramway Hotel -114 Adelaide Road Feb 2016 round</li> <li>• \$30,000 Seismic engineering assessment Former BNZ, 79 Manners Street, March 2014 round</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge and protect the heritage values of this individually listed heritage building;</li> <li>• Acknowledge the additional costs associated with maintaining heritage buildings</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• In accordance with the Miyamoto quote (p.4) the fully costed seismic options analysis report including concept strengthening drawings and an elemental estimate of cost for the proposed options to be supplied to WCC</li> </ul>

<b>Project 12</b>	Wellington Rowing Club – 29 Jervois Quay
<b>Applicant</b>	Wellington Rowing Club
<b>Project</b>	Replace roof
<b>Total project cost</b>	\$30,006.65
<b>Amount requested</b>	\$15,000.00
<b>Amount eligible for</b>	\$30,006.65
<b>Recommended Grant (ex GST if applicable)</b>	\$10,000.00
	<p><b>Building Information</b></p> <ul style="list-style-type: none"> <li>• District Plan Individually Listed Map 17, Symbol 284</li> <li>• The Wellington Rowing Club is a fine example of a Victorian military building.</li> <li>• The building is notable for its octagonal tower, and for its decorative scheme made up of timber ornamentation and external timber boarding.</li> <li>• The building is a legacy of the late 19th century period of New Zealand history when great anxiety about a sea-invasion, particularly from Russia, led to the erection of a whole range of defence structures. It was designed by prominent local architect, Frederick de Jersey Clere and has a historic association with the Wellington Naval Artillery Volunteers; the Wellington Free Ambulance; and, since 1931, the Wellington Rowing Club.</li> <li>• Together with the Star Boating Club, the Rowing Club forms part of a distinctive townscape on this part of the Wellington waterfront. These two buildings provide a tangible reminder of Wellington's long standing connections with the harbour.</li> <li>• Heritage NZ List Category I</li> </ul>
	<p><b>The Issue</b></p> <p>The building's roof has required replacement for some years to ensure continued weather-tightness. This maintenance was deferred to enable the Club to fund its seismic strengthening. The roof replacement is now a priority for the Club.</p> <p>Wellington Rowing Club received \$17,500 toward its seismic</p>

	strengthening project as a result of their application to the August 2014 round of the BHIF.
<b>Review of Proposal</b>	<p>Maintaining the building in a watertight condition is critical for its conservation and continued use. The proposal is consistent with the conservation component of the BHIF previous grants for similar works include:</p> <ul style="list-style-type: none"> <li>• \$20,000 Repiling, roof repair, painting interior and exterior, plumbing and electrical works Holy Trinity Church Ohariu March 2015 round.</li> <li>• \$20,000 Repair and reclad 260 Riddiford Street October 2015 round</li> </ul>
<b>BHIF Outcome</b>	<p>The grant will:</p> <ul style="list-style-type: none"> <li>• Acknowledge and protect the heritage values of this individually listed heritage building;</li> <li>• Acknowledge the additional costs associated with maintaining heritage buildings</li> </ul>
<b>Additional BHIF condition(s)</b>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> <li>• Applicant must demonstrate that the Coloursteel corrugate profile selected is the closest match to the original corrugated iron profile as is possible to obtain at this time.</li> <li>• WCC Heritage Team's onsite approval of works</li> <li>• A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.</li> </ul>

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## **Built Heritage Incentive Fund**

### **Eligibility Criteria**

Criteria 1 to 5 must be met or the application will not be accepted. If any of criteria 6 to 8 are not met, we may not accept the application, or alternatively any funding allocation will be conditional on meeting these criteria.

The eligibility criteria are:

1. The application relates to a heritage-listed building or object, or a building identified as contributing to a listed heritage area. See the Wellington City District Plan [heritage listed areas, buildings and objects](#).
2. The applicant is the owner or part-owner of the heritage building or object. This includes a private owners, body corporates, charitable trusts or church organisations. If an application is from a body corporate or a trust, we need evidence that all relevant members approve of the project. The Crown, Crown entities, district health boards, community boards, Council-controlled organisations and Council business units are not eligible.
3. The planned work aims to physically improve the building's structural integrity, public access, safety or historic aesthetic.
4. The works applied for have not started prior to the Council Committee decision on the application.
5. The application includes at least one recent (within three months from fund round closing date) quote or estimate from a registered builder or recognised professional and relates directly to the work applied for. For quotes or estimates relating to a larger project, or including work not relating to heritage conservation work, the quote must identify the heritage component cost. If the invoiced amounts are significantly different from the original estimated costs or relate to work that was not applied for, the Council will revise your payment accordingly.
6. The application demonstrates the work will conserve and enhance the building or object's heritage significance. If your project is likely to impact heritage elements of the building, we need you to work with a recognised conservation architect to ensure the works maintain and enhance the building or object's heritage significance. See assessment guideline 1 for further information on this.

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7. The application includes evidence that the owner of the property can meet the full project costs. Typically this evidence will be in the form of financial documents such as audited accounts or bank statements.
  
  8. The application does not relate to a building, object, or part of a building or object that has an unclaimed or not yet finalised funding agreement under the Built Heritage Incentive Fund.

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## Assessment Guideline

### How we assess applications

Here are our primary assessment principles so you can make the best application you can. We strongly encourage you to contact Council's heritage team on 4994444 or [heritage@wcc.govt.nz](mailto:heritage@wcc.govt.nz) to get advice about how best to approach your project or application.

1. Our three primary assessment guidelines are: The project maintains and enhances the building or object's heritage significance. To achieve this, you will need to work with a recognised conservation architect. The Council will determine which category the work fits in.

Here is how the conservation architect requirement works:

- If the work is for the design phase of a seismic strengthening project, or for invasive testing as part of a detailed seismic investigation, the funding application can include quotes or estimates for advice from a recognised conservation architect once the project begins.
  - If the project is for construction works (including seismic works), conservation or large scale restoration works, you must send us advice from a recognised conservation architect as part of your application.
  - If the project is for a detailed seismic investigation that requires no invasive testing, or for a small repair, maintenance or restoration project, or for another project that avoids any effects on the heritage elements of the building, advice from a recognised conservation architect will not be required.
2. The project aims to remedy a seismic risk to the public and maintain the building's heritage significance and/ or its contribution to the heritage area. This includes:
    - Buildings on the [WCC Earthquake-prone building list](#)
    - The building has high-risk features that pose a threat to the public. These are architectural features, such as chimneys, veneers, gables, canopies, verandahs, pediments, parapets and other exterior ornamentation, water tanks, tower-like appendages, fire escapes, lift wells, facades, plaster, and other heavy renders that a seismic engineer identifies as posing a risk to the public.
  3. Evidence that the projected costs are as accurate as possible and Council has a high degree of confidence the building owner is willing to, and financially capable of proceeding with the project. See eligibility criterion 4 above.

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## How we allocate funding

For all applications, when allocating funding we consider:

- The risk of the heritage value diminishing if funding is not granted
- Confidence in the quality of the proposed work
- The project is visible and/or accessible to the public
- The project will provide a benefit to the community
- The value of the funding request
- The value of the funding request when considered against the total project cost
- Parity with similar projects in previous rounds
- Equitable distribution in the current round
- The amount of funding available for allocation.

There are additional allocation guidelines for conservation and seismic applications.

### Conservation applications

When deciding allocations for conservation, restoration, repair or maintenance works, we use the above guidelines and also consider:

- The heritage significance of the building<sup>3</sup> and the degree to which this significance will be enhanced or negatively impacted by the works
- If the building is on the [Heritage New Zealand list](#)

### Seismic strengthening applications

When deciding allocations for projects aiming to remedy seismic risk, we consider the above guidelines and:

- The heritage significance of the building<sup>4</sup> and how the works will benefit or negatively impact its heritage significance.
- If the building is on the [Heritage New Zealand list](#).
- If the building is on the [WCC Earthquake-prone building list](#).
- The expiry date of a s124 Notice under the Building Act 2004.
- The building being in one of the following focus heritage areas<sup>5</sup>: Cuba Street, Courtenay Place or Newtown shopping centre heritage area.

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<sup>3</sup> The Council has assessed all heritage buildings and a heritage inventory report is available from the Heritage Team.

<sup>4</sup> The Council has assessed all heritage buildings and a heritage inventory report is available from the Heritage Team.

<sup>5</sup> This focus is based on high numbers of earthquake-prone buildings in one heritage area as well as the levels of traffic that occur in these areas.

- Joint strengthening applications – a project that strengthens more than one attached building.
- The building's 'Importance Level' (IL) as defined by Australian and New Zealand Structural Design Standard AS/NZS1170.0 or any revision of this standard.
- The location of the building to a 'strategic route' as defined by all roads marked in colour on [District Plan Maps 33 & 34](#).

### **If you are allocated a grant**

Once you have been allocated a grant by the Council Committee you have 18-months to complete works and submit an 'accountability' application in the online funding portal in order to get paid out.

Attach all invoices, reports and other information relating to the project. The submission must include funding agreement conditions, such as a site visit by WCC heritage advisor. If the invoiced amounts are significantly different from the original estimated costs or relate to work that was not applied for, the Council will revise your payment accordingly. The Council will pay the grant into your bank account once all information is received. We prefer to pay full and final payments, however we may agree on a part payment if a project has stalled for an acceptable reason.

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## **BRIEFING ON REVIEW OF PUBLIC PLACES BYLAW & FOOTPATH MANAGEMENT POLICY**

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### **Purpose**

1. To provide an oral briefing on the proposed review of the Wellington Consolidated Bylaw 2008, Part 5: Public Places (the Bylaw) and Footpath Management Policy.

### **Summary**

2. The Bylaw was last reviewed in 2008 and is due to have the 10 yearly review required under the Local Government Act 2002 (LGA) completed by 31 July 2018. (*section 159 LGA*)
3. We are required to review the Bylaw to ensure it is still an appropriate bylaw with reference to regulating activities in public places, and propose amendments to address any perceived problems.
4. This provides an opportunity to review associated policies.

### **Recommendation**

That the Transport and Urban Development Committee:

1. Receive the information.

### **Background**

5. The purpose of this part of the Bylaw is to regulate a diverse range of activities in public places. It seeks to maintain standards of public health and safety, protect the public from nuisances, minimise the potential for offensive behaviour and to manage the use of various types of land associated with or under the control of the Wellington City Council for the well-being and enjoyment of the public in public places.
6. The scope of the Bylaw is broad, covering a wide range of activities. These can be grouped into three areas: Behaviour and activity, hoardings, and land use and management.
7. The Camping section was reviewed and updated in 2015 following the Government's changes to freedom camping. It is not proposed to review those clauses again unless the Government amends the Freedom Camping legislation and change is required.
8. The Footpath Management Policy was last reviewed in 2007. It is timely to review it in conjunction with the Bylaw.

### **Discussion**

9. Initial scoping of the review of the Bylaw and any associated policies began with talking to the people in Council who work with the different clauses to gauge where the issues to be addressed might be.
10. A large number of issues were raised regarding the behaviour and activity clauses of the Bylaw and the Footpath Management Policy, justifying a separate project.
11. From this two projects are proposed:

- (i) Review of the Footpath Management Policy and related clauses of the Public Places Bylaw.
  - *Issues paper:* Because most people use footpaths and may have an interest in this it is proposed to start with an issues paper asking people where they see issues. The review of the Footpath Management Policy and related Bylaw clauses, including formal consultation, would be developed afterwards.
- (ii) Review of the remaining clauses of the PPB and a review of the Encroachments policy.
  - This includes reviewing the clauses relating to hoardings, and land use and management. To be completed by 31 July 2018, this would begin by November 2017 at the latest.

### Next Actions

- 12. Note the information in the presentation.

### Attachments

Nil

Author	Carolyn Dick, Senior Advisor
Authoriser	Kaine Thompson, Manager, Office of the Chief Executive David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Initial discussions have been held with staff from Business Units working with or affected by the Bylaw to start identifying issues with it and associated policies. There will also be pre-engagement through an issues paper to identify issues as organisations and people outside the Council see them. After this the formal review of the Bylaw and Footpath Management will be developed and will follow the Bylaw consultation requirements set out in the Local Government Act 2002.

### **Treaty of Waitangi considerations**

Mana whenua will be included throughout this process.

### **Financial implications**

Not applicable at this point.

### **Policy and legislative implications**

These will be developed and reported to the Committee during this review process.

### **Risks / legal**

Under the Local Government Act 2002 the Bylaw review is required to be reviewed no later than 10 years after the date it was last reviewed.

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

No considerations at this point.

### **Communications Plan**

A communications plan will be developed.

### **Health and Safety Impact considered**

No considerations at this point.



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## HUTT ROAD CYCLEWAY - REPORT BACK

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### Purpose

1. At its 19 May 2016 meeting the Transport and Urban Development Committee agreed to a phased approach to implementing cycleway improvements to the Hutt Road. Committee requested that officers undertake additional work in a number of areas and report back. The purpose of this report is to update committee on three points. These are:
  - Potential to signalise the Spotlight driveway
  - Results of the parking demand survey
  - Potential for bus improvements ahead of the new Greater Wellington bus network in early 2018

### Summary

2. Officers have undertaken detailed analysis of the three issues raised by committee at its meeting of 19 May 2016 meeting.
3. Officers considered the potential to signalise the Spotlight driveway, and found that while there may be some safety benefits the loss of parking and the overall delay to all road users was significant. As a result officers recommend that Council does not pursue this any further at this time.
4. Surveys were undertaken to better understand the demand for parking along the Hutt Road. The surveys show that 40% of those that currently park on the Hutt Road then continue on by other means into the city.
5. The parking surveys will now help to inform the investigations on how to accommodate the 60% of parkers that work on the Hutt Road.
6. Analysis of options for improvements to public transport for the route between Ngauranga and the Lambton Terminus has been undertaken.
7. Results of the analysis show that there is little that can be done in terms of lane reallocation at this time on the Hutt Road without having a significant detrimental effect on the performance of this corridor for general traffic. Providing increased south bound lane capacity on the motorway will deliver a reduction in general traffic flows to the Hutt Road. As such it will be possible to introduce improvements for public transport along parts of this corridor once capacity has been delivered by NZTA on the Motorway.
8. Thorndon Quay however does provide opportunities for public transport that should be explored in concert with planning for bikes in the Aotea-Thorndon corridor.

### Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that officers do not pursue the signalisation of the spotlight driveway at this time.
3. Note the results of the parking demand survey
4. Agree that public transport improvements should be planned for in conjunction with planning for cycleway improvements in the southern section of the Ngauranga to

Thorndon Cycleway.

## **Background**

9. Improvements for cycling between Ngauranga and Bunny Street have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$9 million to the development of a safe cycleway in this corridor in the 2015-2018 LTP period. The \$9 million investment will receive a subsidy from central government of two-thirds.
10. Numerous studies have confirmed that the best location at this time for a route is along the existing Hutt Road corridor from Ngauranga to Aotea Quay, at which point there are options available for the route.
11. At its 19 May 2016 meeting the Transport and Urban Development Committee agreed to a phased approach to implementing cycleway improvements to the Hutt Road.
12. The agreed resolutions of the committee included a range of additional work for officers to undertake and then to report back, this report covers the issues raised in 2(i), (l) and (s). The details of each of these are as follows:
  - (i) Request officers to investigate integrating egress from the Spotlight site into the existing traffic light controlled intersection at Hutt Road – Kaiwharawhara Road”
  - (l) Investigate demand and alternative options for current shared path car parking, including but not limited to options around the Ngauranga Train Station
  - (s) Agree that further work needs to be done to deliver bus priority on Hutt Road, alongside bus and cycleway planning for Thorndon Quay, in advance of the implementation of the new Greater Wellington bus network in early 2018, noting that priority may also be given to other vehicle classes for example freight and high occupancy vehicles.
13. Other issues raised will be reported back as information becomes available or will be absorbed into other programmes/projects and be reported to committee separately.

## **Discussion**

### **Spotlight Entry**

14. Officers have undertaken detailed analysis of options for incorporating the entry/exit of the spotlight driveway into the existing signalised Kaiwharawhara Road/Hutt Road intersection.
15. To accommodate a safe intersection layout and minimising capacity impacts we have reconfigured the intersection to include the following changes:
  - Left turn slip on Hutt Road northbound signalised;
  - Three approach lanes on Kaiwharawhara Road (and associated removal of parking);
  - Two approach lanes on Spotlight approach (and parking reconfiguration); and
  - New left / right turn lanes into Spotlight from Hutt Road southbound / northbound.

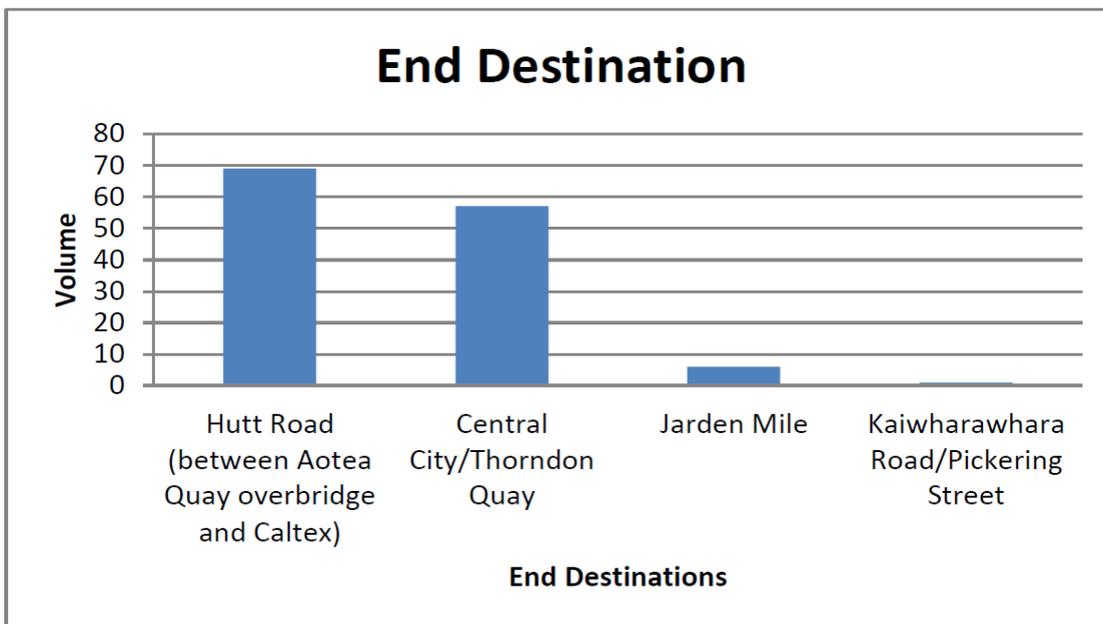
16. The table below sets out the results of our analysis for signalling the driveway.

	Positive	Negative
<b>Intersection Performance</b>		Increased delay and queues for most movements, increased number of movements with unacceptable delays.
<b>Road Safety</b>	Reduce the frequency of crashes associated with vehicles exiting Spotlight which were the most common and severe crashes recorded in the past five years.	Reduced delineation / separation. Filtered right turn across southbound lanes into Spotlight (further reductions in performance if filtered right turns are removed). Potential for driver and active mode frustration and unsafe behaviour.
<b>Parking</b>		Loss of 20 parks from Spotlight car park. Loss of 50 parks from Kaiwharawhara Road (some parks are already restricted by a clearway in the AM peak).
<b>Active Modes</b>		Reduced priority / increased delay for active modes.

17. As a result officers recommend that Council does not pursue this any further at this time.

### **Parking Demand**

18. Surveys have been undertaken to better understand the demand for parking along Hutt Road between Centennial Highway and Aotea Quay, as well as the parking provision on Hutt Road just south of the Hutt Road / Centennial Highway intersection (below Jarden Mile).
19. The intercept surveys were carried out on Tuesday 5th July from 5:30am – 9:30am.
20. In total there were 215 cars parked at the end of the survey, with 203 drivers intercepted, 144 of which participated in the survey.
21. Participants were asked 11 questions relating to their parking. At this stage the key response of note is from question 1 – Where will you end your trip?



22. As can be seen from the figure above, Hutt Road businesses and premises is the most popular area as an end destination for the patrons parking on Hutt Road, at a total of 69 respondents and approximately 48% of the participating respondents. This is closely followed by Central City/ Thorndon Quay with 57 (40%) people parking with an end destination southwards to the central city.
23. In addition to the surveys we wrote to all businesses asking for them to complete a short questioner describing their parking, their staff and customer parking and implications of making any changes to the existing on road situation.
24. Approximately 40 businesses were contacted with only 9 providing feedback. Of those that responded the key points from their feedback were:
  - All respondents currently utilise parking for staff on the footpath to some extent.
  - About half of respondents also use the footpath for customer/client parking at times.
  - No businesses had the ability to provide more carparks on their premises.
  - A reduction in parking was seen to have a very significant or extremely significant affect on adjacent businesses.
  - Most businesses suggested their staff would be willing to walk 200m or less to get to a parking spot. This would suggest a minimum of 3 parking locations between Caltex and Aotea Quay overbridge would be required.
25. Officers will use the information provided in both the intercept surveys and the business surveys to develop options for supplying off street parking to cater for the identified demand. This will be reported back to committee at a later date.

### **Bus Priority**

26. Four options have been assessed for a southbound AM peak special vehicle lane on Hutt Road and Thorndon Quay:
  - (i) Bus lane;
  - (ii) Bus and freight lane;
  - (iii) T2 lane; and
  - (iv) T2 and freight lane.

27. Buses would use the special vehicle lane under all four options. Freight vehicles (both light and heavy trucks) would also use the lane under Options (ii) and (iv). Vehicles with occupancy of two or more people would also use the lane under Options (iii) and (iv).
28. The creation of a special vehicle lane would require the reallocation of road space along the length of the corridor.
29. Between Ngauranga Interchange and the Sar Street intersection, the change would entail converting the southbound kerbside lane to a special vehicle lane in the AM peak (with clearway parking outside this period), while retaining the centre lane for all other vehicle traffic.
30. South of the Sar Street intersection, the change would entail creating a second southbound lane (kerbside) for use as a special vehicle lane during the AM peak (with clearway parking outside this period). The centre lane would be retained for all other vehicle traffic in the same manner as the northern section of the corridor.
31. The corridor currently has the following mode splits in the southbound AM peak:
  - Car 95% of traffic volume and 62% of vehicle occupancy;
  - Bus 2% of traffic volume and 36% of vehicle occupancy; and
  - Truck 3% of traffic volume and 2% of vehicle occupancy.
32. Bus therefore has a much greater share of corridor users than traffic volume figures suggest, which has a corresponding effect on the impact of the special vehicle lane options when they are considered from an individual corridor user perspective.
33. Car, bus and freight modes have differing future growth drivers. Car occupant use of the corridor is expected to grow at a much slower rate than both bus and truck occupant use, and bus and freight use is expected to roughly equal car use of the corridor by 2031. This has a significant effect on the impact of the options.
34. The bus lane and bus and freight lane options bring significant service improvements for bus users (and freight users in the second option), but have major impacts on other corridor users, since they shift most traffic to the centre lane. This causes intersection queuing at the Kaiwharawhara Road intersection and corresponding worsening of level of service there, and a worsening of driveway performance, particularly on Hutt Road.
35. The T2 lane and T2 and freight lane options do not offer service improvements for bus users (and freight users in the second option), and are likely to result in similar levels of service to present for car users.
36. The southbound lanes of the Hutt Road and Thorndon Quay connect with 54 business access/egress points. In the AM peak 1165 vehicles are using these driveways. Vehicles making these manoeuvres have a negative impact on traffic travelling through the corridor and this effect will be amplified if those vehicles have to travel in the centre lane and cross the inside lane. More detailed modelling is required to full understand its full impact.
37. The impact of changes to the Hutt Road on the Kaiwharawhara Road intersection is reasonably well understood however the impact on the semi signalised Onslow Road intersection and the non-signalised Rangiora Avenue intersection require further detailed analysis.
38. Additional analysis is being undertaken on the Kaiwharawhara Road intersection to ascertain if there are any lane configurations that can provide public transport benefits but not impact on overall intersection capacity.

39. In order to support improved public transport in both the Hutt Road and Thorndon Quay proposals will be brought forward signalling intent and trigger points for such improvements to occur. Detailed analysis on network and localised effects will be undertaken so they can form part of the consideration of such future projects.

#### **Next Actions**

40. Construction drawings are now being prepared for the length of pathway between the Caltex Service Station and the Aotea Quay Overbridge, including the path in front of Spotlight as originally proposed.
41. In parallel with the preparation of construction drawings of the pathway upgrade, officers are investigating opportunities to provide alternative commuter parking. The parking demand survey will assist in these investigations.
42. Planning for cycleway improvements south of the Aotea Quay overbridge will need to include options for increased bus usage of Thorndon Quay. The modelling work undertaken to date will help inform how and where bus priority is to be applied in the corridor.
43. Officers will continue to work with the NZ Transport Agency to increase southbound capacity on the Motorway this will enable the city to have more flexibility on how lanes are allocated along the Hutt Road.

#### **Attachments**

Nil

Author	Paul Barker, Safe and Sustainable Transport Manager
Authoriser	David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

There was no specific engagement or consultation as part of this paper

### **Treaty of Waitangi considerations**

Not applicable

### **Financial implications**

There were no specific implications as part of this paper

### **Policy and legislative implications**

This is consistent with the Cycling Policy

### **Risks / legal**

Not applicable

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

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

### **Communications Plan**

Not applicable

### **Health and Safety Impact considered**

Not applicable



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## **WELLINGTON CITY URBAN CYCLEWAYS PROGRAMME REVIEW AND REFRESH**

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### **Purpose**

1. To seek Committee approval to implement a refreshed Wellington City Urban Cycleways Programme (WUCP).

### **Summary**

2. Officers from Council and the New Zealand Transport Agency (NZTA) have worked collaboratively to respond to all of the Morrison Low recommendations and associated Transport and Urban Development (TUD) Committee resolutions made at the 19 May and 30 June 2016 TUD meetings and deliver a recommended refreshed WUCP programme and engagement approach that considers the need to keep overall delivery and costs realistic, the ability to implement pragmatic options in the short, medium and long term, and the recognition of creating an integrated and connected network.
3. Additionally, the “Let’s Get Wellington Moving” (LGWM) Programme has provided the opportunity to reassess the rationale to deliver significant cycling improvements in the central/CBD area within the WUCP funding timeframes. The LGWM programme, which is responding to strong community feedback to date, provides a much greater opportunity to deliver an integrated transport response, and therefore the opportunity to reallocate the majority of the central/CBD funding elsewhere in the City as part of the refreshed WUCP.
4. The joint Council/NZTA team recommends a refreshed programme with the following featured changes through to the end of 2018/19:
  - a. Progress the Great Harbour Way / Te Aranui o Pōneke (GHW) by upgrading the Miramar Cutting to Cobham Drive shared path and developing the Evans Bay Parade to Waitangi Park corridor to connect the Wellington CBD to the east;
  - b. Implement the Eastern suburbs proposals (including a connection from Kilbirnie to Newtown) that were the subject of earlier consultation by working with the community to further develop and design the facilities;
  - c. Work with the community to develop pragmatic options for the Southern corridor connecting to Pukeahu in the CBD; and
  - d. Undertake small to medium improvements in other areas as opportunities arise to coordinate activity with other infrastructure upgrades, to address safety and efficiency issues, and where works are identified as pragmatic, low-cost and easy to implement.
5. A refreshed, holistic and community-focussed approach to engagement and consultation is at the forefront of the new programme.
6. Council has started reengagement with the community as part of the community-led Island Bay 10 year plan. Consideration of cycling opportunities within Island Bay will be undertaken within the context of this 10 year planning.
7. As requested by the TUD Committee, officers and the Island Bay community will provide an update on the engagement elements of the Island Bay work at the September TUD meeting.

8. Alongside the Island Bay community re-engagement, Council will also restart engagement with the Eastern Suburbs community. Preparation for engagement with communities along the Evans Bay Parade to Waitangi Park corridor, Thorndon/Aotea, and Southern corridors will also begin, with the intent to establish participatory panels from November 2016.
9. It is proposed that Council officers workshop with the new Council an outline of the overall programme and specifically workshop potential improvements in the Thorndon Quay and Aotea Quay area (including GHW options in this area) around November 2016. This workshop is anticipated to coincide with the completion of the port access and other related studies/business cases.
10. As identified in the Morrison Low report, to enable successful delivery, Council must show united leadership at a governance and management level, committing to achieve the refreshed WUCP. With a demonstrated commitment and achievement of agreed milestones, NZTA will be well-placed to state confidence in Council's ability to deliver the WUCP and recommend that the Minister of Transport retain but redirect the Wellington City Council Urban Cycleways Fund (UCF) allocation of \$9.5 million and extend the timeframe for implementation.
11. There is a risk that if NZTA do not have confidence in Council's ability to deliver the refreshed WUCP, the Council may be unable to retain its UCF allocation or seek changes to the terms of the Urban Cycleways Programme Memorandum of Understanding between Council and NZTA on behalf of the Government, with the consequence that the Minister of Transport may choose to reallocate Wellington's allocation elsewhere.

## **Recommendations**

That the Transport and Urban Development Committee:

1. Receive the information;
2. Agree to the refreshed WUCP programme set out in this paper;
3. Agree to the refreshed engagement approach set out in this paper;
4. Note that the Island Bay community re-engagement approach will be reported back to the September TUD Committee; and
5. Agree to recommend to the Governance Finance and Planning Committee the revised funding profile for project CX112 (Cycling Improvements) as outlined in the table following paragraph 42 of this report.

## **Background**

12. The WUCP aims to create a sustainable, liveable and attractive city that offers choices about how to travel, with an appealing cycle network that encourages people of all ages and abilities to cycle.
13. Council's approach is set out in the Cycleways Master Plan adopted by Council in September 2015. The adopted programme considers that approximately \$100 million is required to create a principle cycling network for Wellington over the 20 year life of the current long-term programme.
14. In 2014, the Prime Minister announced \$100 million additional funding for the New Zealand Urban Cycleways Fund. The Council was successful in securing \$9.5m of that

fund and has approved Long-term Plan (LTP) allocated 'match funding'. Further match funding has been made available from the National Land Transport Fund (NLTF) administered by NZTA.

15. The WUCP programme is allocated to areas within Wellington City as follows:
  - Ngauranga \$9.0 m
  - Central City / CBD \$14.5 m
  - Eastern Suburbs \$6.0 m
  - Island Bay \$1.0 m
  - Other improvements (City-wide) \$4.0m
16. Planning and construction of the Island Bay cycleway fell outside both UCP and NLTF funding criteria and was therefore fully funded by Council.
17. The way and level in which the community was engaged regarding the Island Bay cycleway has led to significant unease among some members of the community. This level of unease has impacted on other projects in the current WUCP as well as community and investment confidence in Council's ability to deliver the WUCP.
18. A review of the WUCP was commissioned by NZTA, as part of its responsibility of managing and supporting the successful delivery of the WUCP. Morrison Low Management Consultants undertook the review and made a series of recommendations to NZTA and Council.
19. All of the Morrison Low recommendations and associated resolutions made at the 19 May and 30 June 2016 TUD meetings have been addressed by NZTA and Council officers as they have worked collaboratively on the WUCP refresh programme, as demonstrated in the refreshed programme and engagement approach presented in this paper.

## **Discussion**

### **Refreshed Engagement Approach**

20. The Morrison Low report recommended that there needed to be a revisit of the communications and engagement strategy and including communications support for successful delivery. This reflected community misgivings about how the Council approached this area of the WUCP.
21. Council officers recognise that engagement could have been more effective with communities, principally, putting people at the centre of the process. The need to include all voices within communities, not just those that we could connect with, is recognised. Engagement needs to be broader and deeper, and made an active process, seeking out different views rather than relying on more passive processes.
22. Additionally the previous programme focussed primarily on delivering the cycling infrastructure, rather than a holistic and integrated approach, recognising that a cycleway is an important part of the wider streetscape and community in which people live. Early engagement work in the eastern suburbs shone a new and positive light on how this can be done better.
23. Building on the early direction in the eastern suburbs, a reconfigured strategic approach to engagement has been developed - "We're cycling the Wellington Way" (Attachment One). It recognises the different needs of communities to be involved and shape the outcome; by receiving information, giving feedback on the engagement and consultation approach for each corridor and directly participating in option development, the latter having the most community and stakeholder influence.

24. Strategy requires execution, and this is dependent on united Council leadership, both at a governance and management level. The refreshed communications and engagement strategy provides a framework for both Councillors and officers to use to support and ensure successful delivery.
25. In regard to Island Bay, an initiative is underway where Council is working together with the Island Bay Residents Association and Cycling Aware Wellington on a community led approach. The initiative seeks to develop The Island Bay Plan - a 10 year plan that opens up discussion on what Island Bay could be, with a focus on The Parade. Discussion on a cycleway will be one component of this initiative. This approach empowers the community to lead, identify and shape ideas that will benefit the community, some of which will require consideration and ultimately decision by the Council.
26. The Island Bay community has started the discussion using a 'pop-up' shop in the town centre on The Parade, taking a community led approach within the context of the Island Bay Plan. Workshops are planned to increase the opportunity for people to participate, reinforcing the broader, deeper engagement approach.
27. A report back to the TUD Committee on 15 September 2016 will include an update on the progress being made in Island Bay in respect to this engagement.
28. The community led approach will result in longer and deeper engagement and consultation with the community, however that will bring with it cost, timing, and resource implications, and likely make each programme take longer in the engagement and design phases, prior to getting to the milestone of TUD Committee/Council agreement to commence construction. How long each programme will take will depend on the engagement methods adopted to reflect individual community needs.

#### Refreshed Programme

29. In exploring options to refresh the cycleway programme, the joint Council/NZTA team considered a range of programme parameters. These included retaining the current timing for UCF investment, reallocating investment to different areas within Wellington City, and extending the timeframe for delivery and UCF investment.
30. The joint team also considered the need to keep overall delivery and costs realistic, the ability to implement pragmatic options in the short and medium term, and the recognition that creating a connected network - building off facilities already in place - is a key driver for attracting more people on bikes. The joint team also considered the extent of prior community engagement and how a more participatory approach to community engagement would affect delivery timeframes.
31. The joint team recommends a refreshed programme as follows:
  - a. Plan for significant implementation within years three and four (rather than years two and three) of the 20 year programme (i.e. 2017/18 to 2018/19);
  - b. Undertake only minimal improvements in the Wellington CBD in the short term recognising that cycling is part of the scenarios being developed under the LGWM and therefore needs to be integrated with that programme;
  - c. Progress the GHW by upgrading the Miramar Cutting to Cobham Drive shared path and developing the Evans Bay Parade/Oriental Parade to Waitangi Park corridor to connect the Wellington CBD to the east;
  - d. Implement the Eastern suburbs proposals (including a connection from Kilbirnie to Newtown) that were the subject of earlier consultation by working with the community to further develop and design the facilities;

- e. Work with the community to develop pragmatic options for the Southern corridor connecting to Pukeahu in the CBD;
- f. Undertake small improvements in other areas as opportunities arise to coordinate activity with other infrastructure upgrades, to address safety and efficiency issues, and where works are identified as pragmatic, low-cost and easy to implement; and
- g. Seek to retain the full Wellington City Council Urban Cycleways Fund allocation of \$9.5 million but seek to redirect this to the areas noted in c and d above, and request an extended timeframe of one year for implementation.
32. Therefore, at a high level, the refreshed WUCP programme is allocated to areas within Wellington City as follows:
- |                                  |                             |
|----------------------------------|-----------------------------|
| • Ngauranga                      | \$9.0 m (no change)         |
| • Central City / CBD             | \$1.5 m (\$12m reallocated) |
| • Eastern Suburbs                | \$6.0 m (no change)         |
| • Cobham Drive                   | \$4.0m (new)                |
| • Evans Bay to Waitangi Park     | \$7.0m (new)                |
| • Southern Corridor              | \$6.0m (new)                |
| • Other improvements (City-wide) | \$4.0m (no change)          |
33. The total value of the refreshed programme over the four years from 2015/16 to 2018/19 is \$37.25m, retaining the \$9.5 million UCF allocation, and inclusive of funds allocated in the LTP.
34. As part of the refresh process, the joint Council/NZTA team commissioned further work and updated its analysis of potential cycling corridors, including in response to the specific TUD Committee resolutions relating to the GHW (from Ngauranga to the City and the Airport to Te Kopua Reserve). In relation to the GHW part of the route near Centreport, officers are working alongside NZTA and Centreport as part of the Port Access and other related business cases/studies. Officers will workshop this corridor with the newly formed Council in November.
35. The South Coast corridor from the Airport to Te Kopua Reserve was also considered, but given the significant costs associated with retaining and seawalls on this coastal route, its lower traffic volumes and speeds and associated low crash history, this primarily recreational route would not be a priority for UCF or NLTF investment in the short term.
36. Due to the significant mutual benefits for commuter and recreational opportunities of the Evans Bay Parade/Oriental Parade to Waitangi Park interim proposal (Attachment Two) and Miramar Cutting to Cobham Drive (Attachment Three) proposals, it is recommended that these sections of the GHW receive higher prioritisation than other GHW sections at this stage.
37. Development of these sections of the GHW achieves a large portion of the GHW that provides direct connection to/from the Wellington CBD while the LGWM considers a more direct future connection to resolve the currently constrained Mount Victoria tunnel and central CBD area. Further, during the extensive community engagement and consultation phases that will be carried out when developing these sections of the GHW, car parking, shared path conflicts, mobility, accessibility, lighting, potential speed control measures to balance the removal of on-road cycle lanes and urban design matters (such as rest areas, seating and signage) will all be considered.

38. Options for facilities on the corridors/areas identified in the refreshed programme (with the exception of the Hutt Road already underway) will be worked through with the community under the participatory model discussed in the engagement section of this paper, and tailored appropriately depending on the needs of the community and the extent of prior engagement and consultation.
39. In the short term, it is proposed that officers restart engagement with relevant communities and stakeholders in the Eastern suburbs and begin engagement on the Miramar Cutting to Cobham Drive route, and the Evans Bay Parade to Waitangi Park corridor, with engagement on the Southern and Thorndon/Aotea corridors to follow post-election.
40. Other improvements and enabling works across the City will be coordinated with other infrastructure upgrades and to address safety and efficiency issues. It is proposed that the Council increase the visibility of these more minor improvements, both in its communications and on its dedicated cycleways website [www.cyclewayswellington.govt.nz](http://www.cyclewayswellington.govt.nz). It is also proposed to use this website to increase the visibility of the wide range of cycling related activities the Council invests in each year, including skills training, Bikes in School and events such as the recent Lucid Dreambike Festival and the upcoming Project Glow Wear event.
41. To enable NZTA to have confidence in the Council's commitment to implement a refreshed programme and make subsequent recommendations to the Minister of Transport, it is necessary that the Council makes steady progress and achieves key milestones of its cycleway programme. This will require the newly formed Council to prioritise cycling matters in its first meetings and for the WUCP Steering Group to approve the UCF funded programme milestones. Noting that the further milestones will be developed as the programme detail develops, the currently identified early milestones are:
  - a. TUD Committee meeting on 17 September 2016 to agree the community-led engagement approach in Island Bay
  - b. Newly elected Council workshop in November to outline the overall programme and specifically workshop potential improvements around the Thorndon Quay and Aotea Quay area, as well as other more detail programme milestones
  - c. TUD Committee/Council meeting in December 2016 to agree preferred route through the Thorndon Quay/Aotea Quay area
  - d. Early 2017 TUD Committee to approve to consult on proposed design of Eastern suburbs options (i.e., Kilbirnie, Strathmore Park, Miramar)
  - e. Early 2017 TUD Committee to approve to consult on options for the Southern corridor to the CBD (after having worked through concepts with the community).

42. Funding for the refreshed programme assumes no additional funding to that allocated in the approved 2015 LTP budget. In order to ensure sufficient funds are available in year four of the programme, and to meet any extensions of time made available for the UCP funds, it is recommended that the Council change the funding profile to match with the programme delivery timelines, as set out in the table below.

	2015/16 \$000	2016/17 \$000	2017/18 \$000	2018/19 (Extension)	Total \$000
<b>Current Programme</b>	\$5,672	\$7,522	\$21,316	\$2,738	<b>\$37,249</b>
<b>Refreshed Programme</b>	\$3,288	\$6,108	\$13,908	\$11,560	<b>\$34,864</b>
<b>2015/16 Carry Forward</b>				\$2,384	<b>\$2,384</b>
<b>Total Revised Funding</b>	<b>\$3,288</b>	<b>\$6,108</b>	<b>\$13,908</b>	<b>\$13,945</b>	<b>\$37,249</b>

### Next Actions

43. Officers will continue to work collaboratively with the Island Bay community and report back to the 15 September TUD Committee meeting, regarding the community-led Island Bay engagement approach.
44. Officers will start preparatory work to engage with relevant communities and stakeholders in the Eastern suburbs and Cobham Drive, and the Evans Bay Parade to Waitangi Park corridor, with engagement in the Southern and Thorndon/Aotea corridors to follow post-election of a new Wellington City Council.
45. Officers will continue the associated minor works and behaviour change programme. This includes the pursuit of pragmatic and early improvements across the network, such as improved uphill conditions across a number of corridors until the full corridor improvements can be considered according to the wider 20 year programme.
46. At the 25 August 2016 Governance, Finance & Planning Committee meeting, a paper will be presented that includes recommending that Council ratify the financial changes required to put the refreshed programme into effect.
47. As soon as possible following the election of a new Wellington City Council, officers will organise a comprehensive workshop with the new Council to outline the overall cycling programme and specifically workshop potential improvements around the Thorndon Quay / Aotea area.
48. WUCP milestones will be agreed between Council and NZTA officers that support achievement of the refreshed programme set out in this paper. These milestones will be approved by the WUCP Steering Group that was established following the Morrison Low review.
49. With the new Council demonstrating a commitment to the refreshed programme through united leadership and a commitment to the delivery of the programme, NZTA will be well-placed to state its confidence in Council's ability to deliver the WUCP and recommend that the Minister of Transport retain but redirect the Wellington City Council UCF allocation of \$9.5 million and extend the timeframe for implementation (scheduled to come late 2016 or early 2017 calendar years).

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**Attachments**

- Attachment 1. We're cycling the Wellington Way - Engagement and Communication Strategy Page 72
- Attachment 2. Evans Bay Parade/Oriental Parade to Waitangi Park Interim Proposal (Little Karaka Bay Illustrative Example) Page 73
- Attachment 3. Miramar Cutting to Cobham Drive Proposal (Illustrative Example) Page 74

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## **SUPPORTING INFORMATION**

### **Consultation and Engagement**

While there was no specific public consultation undertaken as part of this paper, this paper sets out a new, community-focussed engagement approach that will be utilised for the cycling programme, going forward.

### **Treaty of Waitangi considerations**

There were no specific considerations as part of this paper. However, mana whenua discussions will be ongoing in regards to the programme.

### **Financial implications**

It is intended that the refreshed cycling programme will provide confidence to the NZTA and the Government via the Minister of Transport that Council can deliver its allocation of the National Urban Cycleway Fund, should a one year funding extension and reallocation be granted by the Minister of Transport.

As set out in the paper, it is expected that all costs will be able to be accommodated within existing approved budgets - however, if the refreshed cycling programme is agreed, there will be a requirement for Council to agree to a modest shift of the cycling related capex programme between years as set out in the paper.

Council's Chief Financial Officer Directorate provided input to the development of this paper and has reviewed the finance related recommendations.

### **Policy and legislative implications**

The proposed refreshed programme is consistent with Council's Cycling Policy.

### **Risks / legal**

There is a risk that the proposed extension and reallocation of the UCF funding for Wellington is subject to Ministerial approval (scheduled to come late 2016 or early 2017 calendar years). Such approval will invoke a variation to the existing Memorandum of Understanding between Council and the Government, and will be subject to Council committing to meet defined WUCP milestones through united governance and senior management leadership and commitment to the delivery of the refreshed programme.

The new community led engagement approach will result in longer and deeper engagement and consultation with the community, however that will bring with it increased cost, timing, and resource implications. Officers are confident that this risk can be largely mitigated within the existing budgets and proposed programmes, noting that a collaborative, whole of Council response will be required to source sufficient engagement expertise to ensure the refreshed WUCP is a success.

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

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

### **Communications Plan**

A communications plan has been developed for the cycling programme. This plan is to be reviewed as a result of the refreshed programme and will form part of a wider, holistic and community-led approach to engagement, communication and behaviour change.

## We're cycling the Wellington Way

Strategy to engage and communicate on a refreshed Wellington Cycling Programme

