
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9.15am
Date: Thursday, 16 April 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Coughlan
Councillor Foster (Chair)
Councillor Lee
Councillor Lester
Councillor Pannett
Councillor Woolf
Councillor Young

Have your say!

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

AREA OF FOCUS

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

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

Quorum: 4 members

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1 Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 Confirmation of Minutes

The minutes of the meeting held on 12 March 2015 will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

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

1.5 Items not on the Agenda

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

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

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

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

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

2. General Business

WELLINGTON CABLE CAR LTD QUARTER TWO REPORT

Purpose

1. To receive the company's second quarter report (to 31 December 2014).

Summary

2. The company's quarterly report is attached to this report and outlines the performance of the company for the 3 months from 1 October 2014 to 31 December 2014.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Background

3. Wellington Cable Car Limited (WCCL) is an independent company and is still a Council Controlled Organisation but was effectively bought 'in house' with the appointment of Council officers (Andy Matthews and Anthony Wilson) to the board on 1 April 2014.

Discussion

4. The company's Chief Executive will present the second quarter report to the committee and will answer the committee's questions thereon.

Attachments

Attachment 1. Wellington Cable Car Ltd Q2 report to 31 December 2014

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Author	Warwick Hayes, CCO Project Manager
Authoriser	Derek Fry, Director City Growth & Partnerships

SUPPORTING INFORMATION

Consultation and Engagement
Not required.

Treaty of Waitangi considerations
None.

Financial implications
Reporting historic performance. No material financial implications.

Policy and legislative implications
None.

Risks / legal
None.

Climate Change impact and considerations
Not applicable.

Communications Plan
Not required.



WELLINGTON CABLE CAR LIMITED
30 Glover Street, Ngauranga,
Wellington 6035
Phone +64 (04) 473 2721

4 February 2015

The Committee
Transport and Urban Development Committee
Wellington City Council
PO Box 2199
Wellington 6140

Dear Committee,

WCCL QUARTERLY REPORT (SECOND QUARTER OF 2014/15, TO 31 DECEMBER 2014) TO THE WCC TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

1. Executive Summary

The second quarter of the 2014/15 year has continued to be a very busy one with the number of projects being undertaken, but also a profitable period with continued increased patronage and costs being managed.

As a result of the hard work by the entire WCCL team, it is very pleasing to say that the Company has exceeded its budget for the 2nd quarter/year to date. WCCL is also expecting a positive 3rd quarter result given the projects underway which should be completed (including the replacement of the Cable Car gates and Point of Sale system, along with the implementation of the strategic marketing review), and additional pole revenue charging to take place given Chorus has commenced some new UFB connections.

Other initiatives underway include the implementation of next phase of Snapper (introduction of multi-trip passes) in February 2015 and the continued rollout of the network wide safety protection system for the Trolley Bus network which has a planned completion date by June 2015.

2. SOI / Business Plan Targets

Financial Performance by Division – Quarter 2, 2014/15 (Excluding Tax)					
	Overhead Division	Cable Car	External Activities	Corporate	WCCL Total
Budget	(53,000)	266,000	40,000	85,000	168,000
Actual	(56,000)	292,000	133,000	92,000	277,000
Variance	(3,000)	26,000	93,000	(7,000)	109,000



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WCCL Quarterly Report – Q2 2014/15
4 February 2015

Financial Performance by Division – Year to Date 2014/15 (Excluding Tax)					
	Overhead Division	Cable Car	External Activities	Corporate	WCCL Total
Budget	(106,000)	244,000	80,000	167,000	51,000
Actual	(112,000)	279,000	166,000	174,000	159,000
Variance	(6,000)	34,000	86,000	(6,000)	108,000

Cable Car Patronage Targets – 2014/15 Year					
	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Full Year
SOI Target	185,994	267,793	363,432	188,628	1,005,847
Actual	193,281	268,787			
Variance	7,287	994			

Cable Car Reliability Statistics – 2014/15 Year					
	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Full Year
SOI Target	>99%	>99%	>99%	>99%	>99%
Actual	99.95%	99.78%			
Result	✓	✓			

3. Cable Car

The 2014/15 financial year to date has been a very busy one from a project perspective, with the highest number of projects that have been undertaken in a year for some time, including:

- the implementation of the second phase of Snapper;
- the replacement of the passenger gates and point-of-sales (“POS”) ticketing system;
- the completion and now implementation of the strategic marketing review;
- the implementation of the tunnel lights (funded by the WCC);
- completion of the new Cable Car asset management plan

Snapper

The first phase of the Snapper implementation project was very successful and WCCL has been working closely with Snapper in relation to the planning, design and rollout of the 2nd phase of the project, with the main aspects being the introduction of multi-trip passes. This work will also involve the eventual integration of Snapper into the new IBIS point of sale system.

Passenger Gates and Point-of-Sale Replacements

During the 2nd quarter WCCL has been working with the successful tenderers for both projects, being:

- Passenger Gates – HTS Group
- Point-of sale - IBIS



It was originally planned to have both projects completed by the end of the second quarter, however the gates installation has been delayed due to sourcing issues. As a consequence, WCCL has been working closely with IBIS and Snapper to ensure the completed and installed product will be thoroughly tested prior to implementation to reduce the risk of any operational bugs and have as much of the functionality as possible from implementation date.

These replacement projects will also allow for the growth aspirations of the Company and provide a solid foundation for other projects such as the electric drive and cable car passenger vehicles and bogie replacements in the coming years (nominally 2016 and 2023 respectively).

Strategic Marketing Review

This plan is a new standalone document which sets WCCL's strategic Cable Car marketing vision for the next few years ahead.

This quarter included the completion of the strategic marketing review and also the commencement of work needed to implement the action points arising from this.

One of the first initiatives being undertaken is the re-branding project which WCCL has been liaising with potential providers for this work and will be instigated in February 2015.

WCCL has also been actively involved in the Cable Car trail project and working with WCC and other CCO's in respect of implanting phase one of this project.

Asset Management Plan

WCCL has been progressing work on a new asset management plan in respect of the cable car assets given the previous plan was in need of significant updating. WCCL has engaged Worley Parsons to assist with this and it is now intended that this project be completed in the 4th quarter due to the extent of change required (it had been initially envisaged this would be completed by the end of the 2nd quarter).

This project has highlighted cost increases for certain critical asset replacements over previous estimates, specifically the electric drive replacement and replacement of the Cable Car bogies. During the quarter WCCL has continued to liaise with WCC for funding to be placed in the WCC long-term plan (at least initially for the electric drive replacement project which has an estimated cost of \$2.5m – 3.0m).

This project and the resulting work is vital to the long term growth of the Company and WCCL being able to provide a high level of customer experience to both local residents as well as tourists.

4. Trolley Bus Services

As with the rest of the Company, the Trolley Bus division has also had a very busy 2015 year with the highlights being:

- completion of business cases to GWRC for replacement projects (all but one of which have been approved by GWRC)
- further work on the network wide safety protection project including the TBOP electrical safety project tendering process, recruitment of a fixed term project manager. WCCL is now in the implementation phase of this project with a planned completion date by June 2015



WCCL Quarterly Report – Q2 2014/15
4 February 2015

- given the decision as ratified in late June 2014 to cease trolley bus services in 2017, WCCL has been working with GWRC and Worley Parsons in relation to the network decommissioning. The estimated decommissioning costs were higher than most parties had first envisaged and therefore further work will be required over the remainder of the year to reach an agreed position by all parties involved (WCCL, WCC and GWRC).

Network Wide Safety Protection (TBOP)

The implementation of this project is progressing well and the planned completion date is still June 2015.

As agreed with GWRC, a scaled roll-out is being completed for high risk areas, given the risks involved and also the planned cessation of trolley bus services in June 2017. The costs in the attached financial report is the latest forecast of planned expenditure.

Karori Stage 3 / Hataitai Network Section Replacement Projects

These projects were both completed in the 2nd quarter.

It is pleasing to note that both projects were completed under budget and a credit was issued to GWRC in the month of December 2014.

Karori Stage 2 / Bus Highway No.1 Section Replacement Projects

GWRC has approved the business cases for these projects and work is progressing well on both projects with equipment ordered.

Both projects are still planned to be completed by the end of the 2014/15 financial year.

Portico/Other WCC Projects

WCCL has been liaising and working with WCC in respect of network changes/alterations required given the dismantling of the Portico and also the Victoria Street project.

Income in respect of services provided by WCCL on these projects have been included within 3rd party services income in the attached financial report.

Pole User Licenses

WCCL has now finalised agreements with both Citylink and Chorus (in respect of the UFB rollout). Additional pole charging revenue will result from these agreements and WCCL is also commencing discussions with network users (in particular WE*, Chorus and Vodafone) in respect of the planned decommissioning of the trolley bus network after June 2017.

5. Other Activities

All of Government

WCCL has continued to explore opportunities to leverage off cost savings from participating in this scheme. Developments over the 2014/15 year to date include:

- A further vehicle purchase has been completed to replace the Cable Car Engineering Manager's existing (but very elderly) vehicle
- WCCL has signed up for fuel cards through the NZDF umbrella agreement



WCCL Quarterly Report – Q2 2014/15
4 February 2015

- WCCL participated in the latest tranche of whole-of-government electricity purchasing which commenced in the 2nd quarter. The result has been to stay with our existing provider Meridian but with considerable cost savings and a dedicated account manager.

Systems Upgrades

In addition to the replacement of the Cable Car point-of-sale system, WCCL has been working with the provider of the Trolley Bus inventory management system (Ostendo) on refinements and upgrades to the latest version. Although there has been some improvements in the system integration, WCCL does not believe that it is operating as it should do and are investigating pragmatic options for managing trolley bus operations through to the decommissioning of the network.

WCCL is currently liaising with IBIS regarding the integration of the new POS system with MYOB and testing will be completed in February 2015. This integration will allow more detailed reporting to be undertaken but also provide for a refined audit trail process and cash reconciliation.

2013/14 Year End/Annual Report

It was disappointing regarding the delays in the sign-off of the 2013/14 Annual Report caused by Audit New Zealand, however audit sign-off was received in December 2014 and presentation copies of the Annual Report have been printed.

Health and Safety

Given the legislative changes, WCCL has as a project to ensure that the Company complies with the new legislation and has all the required policy, processes and practices in place. To this end, WCCL has been closely liaising with WCC to align with WCC process and leverage off the work they have already completed. WCCL will also be having further internal training on the changes during the 3rd quarter.

Please do not hesitate to contact me if you have any further queries in relation to any of the matters contained within this report.

Yours faithfully,

Simon Fleisher
Chief Executive

cc: (Chairman, WCCL)

G:\Wellington City Council\Quarterly Reports\2015\December 2014\WCCL CCO Report Quarter 2 2014-15 to December 2014 - DRAFT.docx

**TRANSPORT AND URBAN DEVELOPMENT
COMMITTEE
16 APRIL 2015**

Item 2.1 Attachment 1

Wellington Cable Car Limited
Profit and Loss for the Period Ended 31 December 2014

	Actual 2013 - Qtr 1	Budget 2013 - Qtr 1	Variance 2013 - Qtr 1	Actual 2013 - Qtr 2	Budget 2013 - Qtr 2	Variance 2013 - Qtr 2	Actual YTD	Budget YTD	Variance YTD	Budget 2014 / 2015 - Total	Re-Forecast 2014 / 2015 - Total	Variance 2014 / 2015 - Total
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
OVERHEAD DIVISION												
Income	876	2,369	(1,493)	1,238	2,093	(755)	2,144	4,463	(2,319)	16,223	8,204	(8,019)
Contractor Operations Costs	412	420	8	412	420	8	824	841	17	1,681	1,681	0
Wellington Cable Car Operations Costs	220	271	51	199	271	72	418	502	84	1,098	1,098	0
Total Operating Expenses	632	691	59	611	691	80	1,242	1,343	101	2,779	2,780	1
Operating Surplus/Loss before Replacements	194	1,678	(1,484)	717	1,402	(685)	901	3,073	(2,172)	7,442	5,224	(2,218)
Replaces Maintenance	74	123	49	83	119	36	137	228	91	561	561	0
Contact Wire Replacements / Replacements	0	20	20	16	20	4	16	20	4	2,713	2,438	275
Pole Replacements	26	31	5	84	82	2	110	116	6	713	418	295
Pulley Wheel Replacements	0	25	25	3	25	22	3	25	22	191	20	171
Special Tools Replacements	14	15	1	29	6	23	42	31	11	137	137	0
Business Case Items	0	1,369	1,369	523	1,134	611	523	2,518	1,995	3,225	1,961	1,264
Total Replacements	184	1,623	1,439	717	1,406	483	861	3,073	(2,212)	7,442	5,223	(2,219)
Total Maintenance & Replacement Cost	184	1,673	1,489	717	1,406	683	861	3,073	(2,172)	7,442	5,223	(2,219)
Depreciation	58	63	5	56	63	7	112	126	14	212	212	0
Total Expenses	872	2,421	1,549	1,386	2,149	764	2,225	4,369	2,144	16,435	8,198	(8,237)
Overall Overall Surplus / (Loss)	(96)	(85)	11	(96)	(121)	25	(112)	(166)	54	(112)	(211)	99
COMPANY ACTIVITIES DIVISION												
Cable Car Income	380	385	(5)	684	684	(0)	1,063	1,072	(9)	2,283	2,283	0
Cable Car Operations	188	216	28	193	216	23	381	435	54	874	874	0
Cable Car Maintenance	162	182	20	136	180	44	298	312	14	843	843	0
Depreciation	41	39	2	65	39	26	82	78	4	155	155	0
Electric Bus Income	0	4	4	0	4	4	0	4	4	1,672	1,672	0
Electric Bus Operations	0	1	1	0	1	1	0	1	1	15	15	0
Electric Bus Maintenance	2	4	2	2	4	2	4	4	0	4	4	0
Other	2	0	2	0	0	0	4	0	4	20	20	0
Cable Car Operating Surplus / (Loss)	(15)	(32)	17	292	269	23	279	244	35	606	606	0
3rd Party Services Not Contribution	69	2	67	67	2	65	69	4	65	33	33	0
External Pkts. Work Not Contribution	0	0	0	0	0	0	0	0	0	152	152	0
3rd Party Overhead Funds Not Contribution	0	0	0	0	0	0	0	0	0	0	0	0
Budget External Income	42	39	3	88	38	50	107	76	31	0	0	0
External Activities Operating Contribution Surplus / (Loss)	33	40	7	153	40	113	196	30	166	185	145	40
Total Company Activities Operating Contribution Surplus / (Loss)	20	18	2	425	309	116	445	324	121	790	600	190
Administration Expenses	82	82	0	82	82	0	174	167	7	328	328	0
Revaluation of Property, Plant and Equipment	0	0	0	0	0	0	0	0	0	0	0	0
Company Activities Division Operating Surplus / (Loss)	(62)	(64)	2	333	227	106	271	157	114	462	516	54
WELLINGTON CABLE CAR - TOTAL SURPLUS / (LOSS) BEFORE TAX	(158)	(147)	11	(63)	182	117	137	101	36	290	384	94
Tax Expense	(26)	0	26	78	0	78	48	0	48	91	91	0
Subsidy Payment	0	0	0	0	0	0	0	0	0	0	0	0
WELLINGTON CABLE CAR - TOTAL SURPLUS / (LOSS) AFTER TAX	(184)	(147)	37	290	182	109	114	51	63	189	293	104
The Total Surplus / (Loss) After Tax Consists of:												
Total Income	1,378	2,814	(1,436)	2,162	2,802	(640)	2,442	5,646	(3,204)	12,702	12,415	(2,887)
Total Expenses	(1,802)	(2,961)	1,159	(1,862)	(2,620)	758	(1,325)	(3,098)	1,773	(12,586)	(12,402)	(1,816)
	(424)	(147)	272	290	182	109	114	51	63	189	293	104

**TRANSPORT AND URBAN DEVELOPMENT
COMMITTEE
16 APRIL 2015**

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

Item 2.1 Attachment 1

**Wellington Cable Car Limited
Statement of Financial Position
As at 31 December 2014**

	2015		2014	
ASSETS	\$	\$	\$	\$
Current Assets				
Bank Accounts Total	1,413,791		1,575,001	
Inventory	594,031		868,035	
WIP	225,002		68,480	
Accounts Receivable less Provision	592,546		487,540	
Sundry Debtors & Prepayments	179,400		164,816	
RWT Deductions	4,608		10,928	
Total Current Assets		3,009,378		3,174,800
Fixed Assets				
Cable Car & Civil Works				
Cable Car Equipment (2%)	5,042,721		3,992,512	
Cable Car Equipment (10%)	394,259		371,989	
Cable Car Tracks & Wires	1,363,778		1,363,778	
Furniture & Fittings	61,238		61,238	
Computer Equipment	269,590		254,221	
Computer Software	127,473		122,368	
Overhead Equipment	79,506		79,506	
Overhead Wire System	461,333		692,000	
Overhead Motor Vehicles	1,003,933		269,427	
Fixed Asset Clearing Account	38,761		1,063,931	
Accumulated Depreciation	(2,564,063)		(2,478,551)	
Total Fixed Assets		6,278,530		5,792,420
TOTAL ASSETS		9,287,908		8,967,219
LIABILITIES				
Current Liabilities				
Accounts Payable	516,053		349,107	
Accruals	501,800		672,375	
GST TOTAL	16,918		10,903	
PAYE Suspense	10,525		14,777	
Prebilled charges TOTAL	(93,135)		(52,302)	
Current Portion of Term Liabilities				
Total Current Liabilities		952,161		994,859
Non Current Liabilities				
ANZ Bank Loan facility				
Provision for Income Tax	104,804		(45,991)	
Deferred Tax Liability	567,089		459,532	
Telecom Lease/Rentals	5,102		8,482	
Total Non Current Liabilities		676,994		422,023
Ostendo Clearing Accounts				
Purchased Received Not Yet Inv	(9,839)			
Ostendo GST Clearing A/c	(918)			
Descriptor Expenses	167		10,444	
Purchase Receipts			(1,510)	
Sales Clearing Account	(2,176)		207	
Ostendo - Misc	(80)			
Total Ostendo Clearing Accounts		(12,846)		9,141
TOTAL LIABILITIES		1,616,309		1,426,023
NET ASSETS		7,671,599		7,541,196
SHAREHOLDER'S FUNDS				
Ordinary Shares	7,434,846		7,434,846	
Retained Earnings	216,922		282,585	
Revaluation Reserve				
Tax on Equity items				
Less: Dividend Paid	(94,380)		(94,380)	
Current Year Earnings	114,212		(81,854)	
TOTAL SHAREHOLDER'S FUNDS		7,671,599		7,541,196

**Wellington Cable Car Limited
Statement of Cashflows
For the Period Ended 31 December 2014**

	2015
Cash flows from operating activities	
<u>Cash was received from:</u>	
Operating receipts	4,756
<u>Cash was disbursed to:</u>	
Payments to suppliers and employees	(3,982)
Payment of Tax	(5)
Subvention Payment	-
GST	(91)
Net cash inflow / (outflow) from operating activities	<u>678</u>
Cash flows from investing activities	
<u>Cash was received from:</u>	
Investments	-
Interest received	33
Sale of Fixed Assets	
<u>Cash was applied to:</u>	
Purchase of fixed assets	(33)
Net cash inflow / (outflow) from investing activities	<u>0</u>
Cash flows from financing activities	
<u>Cash was received from:</u>	
Term Loan	-
<u>Cash was applied to:</u>	
Payment of Dividend	(1)
Term Loan	-
Net cash inflow/(outflow) from financing activities	<u>(1)</u>
Net Increase/(decrease) in Cash held	677
Opening Cash Balance	737
Closing Cash Balance	<u><u>1,414</u></u>

**Wellington Cable Car Limited
Cashflow Reconciliation Statement
For the Period Ended 31 December 2014**

	2015
Net Profit/(Loss) before tax	159
Add non cash items:	
Movement in provision for impairment of doubtful debts	-
Depreciation	194
Impairment/revaluation	-
(Gain)/Loss on Assets sold/disused	-
	353
Add / (deduct) movements in Working Capital:	
(Increase) / Decrease in accounts receivable & other assets	1,132
Increase / (Decrease) in accounts payable & other accruals	(582)
(Increase) / Decrease in inventory	(185)
Add / (deduct) investing activities:	
Net (gain) / loss on sale of assets	-
Net (receipt) / payment interest income	(33)
Net receipt / (payment) withholding tax	(5)
Net receipt / (payment) Subvention Payment	-
Net (receipt) / payment Income Tax	-
Add / (deduct) Financing activities:	
Net receipt / (payment) of Dividend	-
Net (receipt) / payment of Finance Leases	(2)
	678
Net cash inflow from operating activities	

WELLINGTON CABLE CAR LTD DRAFT STATEMENT OF INTENT 2015/16

Purpose

1. To receive and consider the draft Statement of Intent (SOI) for 2015/16 for the Wellington Cable Car Ltd (WCCL or the company).

Summary

2. The company's draft SOI responds constructively to its Letter of Expectations. The final SOI would be improved by:
 - Providing more detail as to the forecast capital expenditure needs and funding options, including the company's dividend policy.
 - Being more explicit about expected timings and costs in relation to the planned decommissioning of the trolley bus overhead network.
 - Developing a more concise document and focusing on core expectations without sacrificing the SOI's purpose and value.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that the final Statement of Intent for Wellington Cable Car Ltd should provide more detailed financial information regarding future capital expenditure needs and should contain more detail about the implications to the company of the proposed decommissioning of the overhead trolley bus network.
3. Agree that Council officers will work with the company to develop the final Statement of Intent for 2015/16 so as to address the items raised in this report and any further items raised by the committee.

Background

3. WCCL is an independent company and a Council Controlled Organisation but was effectively taken 'in-house' with the appointment of Council officers (Andy Matthews and Anthony Wilson) to the board on 1 April 2014.
4. The Letter of Expectations of 17 December 2014 from this Committee to the company is responded to in the draft SOI attached to this report.

Discussion

5. Officers have reviewed the draft SOI and acknowledge that, for the most part, it does respond to the Letter of Expectations. However, there are areas of the SOI that could be improved by the company and Council officers working collaboratively. The main areas to be addressed are as follows:
 - Further work is needed to clearly articulate the company's future capital expenditure requirements (i.e. expected costs or range of costs) and address funding options, including dividend policy and taxation implications (if any).

- More detail is needed in relation to the planned decommissioning of the overhead trolley bus network. This should include the expected financial implications and operational demands on the company.
- The company should explain why forecast cable car passenger numbers are not expected to return to levels achieved prior to the new terminus building.
- The final SOI should contain baseline forecasts to 30 June 2015 including financial forecasts.
- The draft SOI appears to have been developed by iteration over time resulting in a document that contains the legacy of many earlier versions. The final SOI should be more concise and would be improved by focusing on the company's core activities and 2015/16 expectations.

Attachments

Attachment 1. Draft Statement Of Intent 2015/16

Page 22

Author	Warwick Hayes, CCO Project Manager
Authoriser	Derek Fry, Director City Growth & Partnerships

SUPPORTING INFORMATION

Consultation and Engagement
Not required.

Treaty of Waitangi considerations
None.

Financial implications
None at this stage. Financial implications (if any) will be clearer when the final 2015/16 Statement of Intent is provided.

Policy and legislative implications
None.

Risks / legal
None.

Climate Change impact and considerations
Not applicable.

Communications Plan
Not required.



Statement of Intent 2015/16 Wellington Cable Car Limited

**Presented to the Transport and Urban Development Committee
Pursuant to Schedule 8 of the Local Government Act (2002)**

Version 2.0 dated 15 March 2015

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1. Introduction

This Statement of Intent for 2015/16 has been produced at a time of continuing significant activity and great change for Wellington Cable Car Limited (WCCL). The current Cable Car plant and equipment is now in its 36th year of operation and WCCL continues to seek a range of options to assist with funding the requisite capital replacement programme. Clarity has now been achieved over the long term future of the Trolley Bus overhead electrical network, and WCCL still remains busy with the final aspects of pre-existing network section replacement projects and the final roll out of an electrical fault protection system to enhance public safety.

Notwithstanding these activities and changes, the core strategies and activities outlined in this Statement of Intent largely continue the thrust of the previous Statement of Intent for 2014/15, as the company's principal activities relate to its long-term infrastructure assets – the Wellington Cable Car and the Trolley Bus overhead electrical network.



WCCL provides infrastructure services that contribute to the operation of Wellington Trolley Bus services under contract to Greater Wellington Regional Council (GWRC) until 30 June 2017. WCCL will continue to provide support and expertise to assist GWRC and WCC in planning the most cost effective and pragmatic way to decommission the Trolley bus overhead electrical network once operations cease.

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2. Strategic Direction

a) Core Purpose

The primary business activities of WCCL are:

1. Provision of the Cable Car passenger service, to meet the needs of local residents (including commuters and students) and visitors (domestic and international). This operation is financed from passenger fare income and any additional revenue developed from WCCL and Wellington City Council tourism-related activities. This could also potentially include some form of retail and merchandising activity.
2. Provision of Trolley Bus traction services by means of the overhead electrical network for use by Trolley Buses in Wellington under contract from GWRC, using Transfield Services Limited (TSL) as the maintenance services provider. This operation is financed from payments by GWRC on a cost recovery basis, to cover planned maintenance, reactive defect rectification and progressive replacement of severely degraded sections of the overhead electrical network. This also includes:
 - Infrastructure-related activities undertaken within Wellington on a profit making basis, namely:
 - i. Projects initiated by parties other than GWRC requiring the overhead electrical network to be relocated and/or modified (for example, the Victoria Street construction project);
 - ii. Protection of the Trolley Bus overhead electrical network from damage by escorting high loads through the city, and protection of parties requiring safe access in proximity to overhead lines by electrical de-energisation.
 - Maintaining WCCL's pole network funded via a combination of support from GWRC and pole user charges from telecommunications companies using WCCL's poles to support their broadband networks.

b) Operating Environment Update

The overall operating environment in 2014/15 was more buoyant than 2013/14, but was still somewhat subdued compared to previous years. The number of cruise ships visiting Wellington is a key indicator for the Cable Car and will remain relatively static for the next 2 years before growth in the market is seen again.

The Cable Car remains the second most visited tourist attraction in Wellington after Te Papa, and the tourist market is vitally important as it has significant growth potential in the medium term. WCCL is liaising with Victoria University of Wellington to take advantage of increased Snapper system capability to increase staff and student patronage. Prior to this, Victoria University student numbers have declined markedly in recent years due to demographic changes in student accommodation and improved bus services to Kelburn Parade.

Transition from the current Health and Safety in Employment Act to the new Health and Safety at Work Act will be of paramount importance during the coming year and will impact both WCCL operating divisions.

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The relationship with GWRC remains strong and they continue to be supportive in their approach to passenger safety by funding the replacement of severely degraded sections of the network and technical development work on the prototype Trolley Bus electrical fault protection system (TBOP project).

WCCL is working closely with GWRC and WCC to identify the most pragmatic, cost effective and safest methodologies and approaches to deal with the decommissioning of the Trolley Bus overhead electrical network after its closure date (currently planned for 30 June 2017).

c) Strategic Framework

This Statement of Intent is part of a legislative framework created by the Local Government Act 2002 and informs the Wellington City Council and Greater Wellington Regional Council Annual Plans and Long Term Plans (WCC: 2015 – 2025 and GWRC: 2015 – 2025). Collectively, these set forth the activities to be undertaken and the Cable Car passenger services / Trolley Bus network services to be provided for Wellington over the ten-year period, together with their financial dimensions.

In 2011 WCC signed off on its vision for the future of Wellington in *Wellington Towards 2040: Smart Capital*. The vision is expressed through four core themes, being the pillars of the Smart Capital – People Orientated City, Connected City, Eco City and Dynamic Central City. These have been encapsulated in more detail in the Economic Development Strategy which aims to attract, retain and grow investment, business and talent, to create jobs, and to support sustainable economic growth in Wellington City. This has four main aims, namely:

- Destination Wellington,
- The Smart Capital,
- The Connected Capital, and
- Open for Business.

For each of these aims there is a goal, with a number of drivers for that goal. Not all of these drivers are relevant for WCCL, however those that are relevant are described in Table 1 linking WCCL's core strategies with the Wellington City Council Economic Development Strategy and the formation of the Wellington Regional Economic Development Agency (WREDA). This informs WCCL's future work and strategic investments.

WCCL has also been directed to adopt a number of supporting, high priority strategies and plans, including:

- Accessible Wellington Action Plan, 2012 – 2015 , Promoting Inclusion, which aims to enhance Wellington's reputation as an inclusive and socially responsible city and one that is accessible, safe and easy to get around.
- Wellington Events Policy 2012, which recognises that events are highly valued by Wellingtonians and aims to promote central Wellington as a vibrant and active place for all.

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- Wellington's Our Living City Work Programme, which aims to ensure Wellington grows its urban – nature connections by growing and enjoying our natural capital, transforming our economy and reducing our impact, and showing leadership in this area.

WCCL has aligned its strategic priorities and planning with the outcomes desired by Wellington City Council's relevant strategies.

d) WCCL's Core Strategies

The table below provides an overview of the core strategies of WCCL; their targeted outcomes and how these relate to the Council's strategic direction as encapsulated in the transport and economic development strategies:

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p><u>1. Cable Car Passenger Services</u></p> <p>(a) WCCL's core strategy is to be able to offer enjoyable, affordable, safe and reliable passenger services between Lambton Quay and Kelburn to a diverse range of customers. These include local residents, students, senior citizens, domestic and international tourists. We will continue to do this on behalf of Wellington City Council by maintaining our reputation as the proud and friendly operator and maintainer of Wellington's iconic Cable Car:</p> <p>(b) WCCL will continue to take an active role in improving the visitor experience for local residents and visitors. This will be undertaken as a combination of independent activities and also by working in conjunction with other Wellington City Council CCOs and Trusts. This will apply to:</p> <ul style="list-style-type: none"> i) The Cable Car operation, including the cars, stations, platforms and tunnels; and ii) The areas immediately adjacent to the Lambton Quay and Kelburn stations. 	<p><u>Outcomes for 2015/16</u></p> <p>(a) Maintain a safe and reliable Cable Car service between Lambton Quay and Kelburn.</p> <p>(b) Increase the number of passenger trips and revenue.</p> <p>(c) Provide an enjoyable and pleasant customer experience for all Cable Car passengers.</p>	<p><u>Economic Development Strategy</u></p> <p>The Cable Car service contributes to achievement of goals of Wellington City Council's Economic Development Strategy by supporting a number of key drivers of those goals:</p> <p>(a) Destination Wellington</p> <p>The Cable Car is the second most popular tourist attraction in the region after Te Papa, and a key part of its success must be to play its role as an active participant in the burgeoning international tourist market (and cruise ships, in particular).</p> <p>It also provides an excellent transport link between Lambton Quay, the Botanic Gardens, the Cable Car Museum, Carter's Observatory and Zealandia.</p> <p>(b) The Connected Capital</p> <p>The Cable Car transport network assists the interaction of Victoria University of Wellington's Kelburn campus (comprising 22,000 staff and students) with Wellington's vibrant CBD.</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p>(c) The intent of these strategies is to improve the attractiveness of the Cable Car by focusing on the quality of the overall experience and ultimately increasing passenger numbers and revenue.</p>		<p>The Cable Car continues to host the free CBD Wi-Fi (provided by Citylink) in Lambton Quay and Kelburn stations, and will eventually expand to include the whole Cable Car operation through the tunnels.</p> <p>(c) Open for Business</p> <p>By continuing to operate as a thriving business, and a good employer, the Cable Car promotes generic business prosperity in Wellington and the development of Kelburn as a vibrant and prosperous suburban centre.</p> <p>As part of the long-term upgrade and replacement of strategic assets, the Cable Car showcases and supports innovative, high technology engineering within Wellington's CBD.</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p><u>2. Operation of Trolley Bus Traction Services</u></p> <p>(a) WCCL's core Trolley Bus strategy is to safely operate and maintain Wellington's iconic Trolley Bus traction services infrastructure. This is provided under contract to Greater Wellington Regional Council who require WCCL to provide a continuous, reliable overhead electrical network that will enable the Trolley Buses to operate.</p> <p>(b) As a by-product of owning the Poles and associated infrastructure that supports the overhead electrical network, WCCL maintains and collects revenue (where practicable) from utilities that access and use WCCL's poles</p>	<p><u>Outcomes for 2015/16</u></p> <p>(a) Maintain a safe and reliable Trolley Bus overhead electrical network as contracted for by Greater Wellington Regional Council.</p> <p>(b) Meet the contracted targets for operational availability and reliability, safety and cost.</p> <p>(c) Assist third parties as necessary to facilitate changes in road infrastructure or movement of high loads through Wellington.</p> <p>(d) Assist GWRC and WCC with planning, scheduling and estimating activities for the eventual decommissioning of the Trolley Bus overhead electrical network.</p>	<p><u>Economic Development Strategy</u></p> <p>The Trolley Bus traction services contributes to achievement of goals of Wellington City Council's Economic Development Strategy by supporting a number of key drivers of those goals:</p> <p>(b) The Connected Capital</p> <p>The Trolley Bus network supports strong links and access to good transport between suburban areas and the CBD</p> <p>Wellington City Council's strategic broadband infrastructure initiatives are supported (particularly within the CBD) via the use of Trolley Bus traction poles, building anchors and span wire to carry ultra-fast broadband equipment</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
		<p>(c) Open for Business</p> <p>By continuing to operate as a thriving business, and a good employer, and investing in renewal of the network where required, WCCL promotes growing economic activity in the central city and the southern suburbs for the benefit of the wider city and region.</p> <p>Examples include WCCL support to:</p> <p>(i) The WCC Victoria Street construction project by relocating parts of the Trolley Bus network supporting infrastructure.</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p><u>3. WCCL Organisational Culture and Values</u></p> <p>(a) WCCL has developed a set of core values and behaviours that reflect our expectations both in the performance of employees' individual work and the way we conduct our business as a whole. As the proud operator and maintainer of Wellington's iconic Cable Car and Trolley Bus Overhead Electrical Network, we recognise the importance of being customer focused, and responsible for maintaining the highest standards of safety, quality and environmental sustainability.</p> <p>(b) WCCL is critically dependent upon the quality, integrity and professional ethics of its employees and values immensely their contribution to the successful running of WCCL as a Council Controlled Organisation. WCCL will invest in training and nurturing its employees as this is the right thing to do.</p>	<p><u>Outcomes for 2015/16</u></p> <p>(a) Safety at Work – WCCL never compromises health and safety in the mistaken belief that other requirements are more important. WCCL performs work in accordance with health and safety responsibilities, policies, procedures and standards</p> <p>(b) Customer Satisfaction – WCCL provides prompt and efficient customer service and is always focused on achieving internal and external customer satisfaction.</p> <p>(c) Safeguards our Environment and Community – WCCL recognise the importance of being environmentally responsible and performs work in accordance with environmental responsibilities, policies, procedures and standards.</p>	<p><u>Wellington City Council Foundation Values</u></p> <p>WCCL's organisational culture and values are closely aligned with those of Wellington City Council as described below:</p> <p>(a) Aim High – WCCL wants to show it is a CCO that has high professional standards and is on a path to continuous improvement.</p> <p>(b) Encourage Fresh Thinking – this is a year of renewal, with a new Board, a new CEO, and a great opportunity to change for the better.</p> <p>(c) Deliver What's Right – WCCL needs to deliver a good level of service for both operations and its shareholder, whilst also prudently investing for the future.</p> <p>(d) Work Together – WCCL will work with WCC, GWRC, sister CCOs and Trusts, TSL, its customers and suppliers in a collaborative approach to achieve excellence in business.</p> <p>(e) Act with Integrity and Respect – treat your employees, partners, customers and suppliers, as you would like to be treated yourself.</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
	<p>(d) Strives for Excellence – WCCL continually looks at new ways to improve individual, team and business performance and actively supports change. WCCL makes suggestions for improvement and is prepared to adapt to new ideas to improve products and services, work processes and procedures and financial performance.</p> <p>(e) Takes Personal Responsibility – employees accept responsibility for their own actions and behaviours and ensures work performed meets agreed performance levels, policies, procedures and standards and acts in an ethical, fair and reasonable manner.</p> <p>(f) Cultivates Team Spirit – employees trust and respect each other's opinions, ideas and contributions. Employees support team members and proactively participate in and contribute towards the achievement of team goals.</p>	<p>(f) Aspire to Zero Harm to our Staff and Customers – it is vital that WCCL maintains and its high standards of Health and Safety, whilst also preparing for the introduction of the new Health and Safety at Work Act.</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
	<p>(g) Manage Business Results - our Managers control performance gaps, delegate tasks, reward successes, and actively drive individual and team performance to achieve business results.</p> <p>(h) Empower Others - Our Managers act as role models for other employees by providing clear direction and leading by example. Our Managers will instill commitment and motivation in individuals and the team to align values and behaviours to our company vision and value.</p> <p>(i) Manage Talent - Our Managers actively develop team capability and support employee development through coaching and counselling individuals to manage their career and personal development.</p> <p>(j) Continuing Professional Development – WCCL will actively invest in individuals to enhance the company's overall efficiency and effectiveness by promoting ongoing continuing professional development.</p>	

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3. Nature and Scope of Activities

The activities that will be undertaken and the outputs that WCCL seeks to deliver for each of the Core Strategies listed above are as follows:

<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
<p>a. <u>Operation of Cable Car Service</u></p>	<p><u>Key Generic Activities and Outcomes</u></p> <ol style="list-style-type: none"> 1. Ensure all Legal and Statutory requirements are met. 2. Safe operation of the Cable Car service with no serious injuries or fatalities, by ensuring high importance is placed on the safety of staff, contractors and members of the public, and meeting statutory requirements. 3. Reliable operation of Cable Car service by ensuring appropriate staffing levels and that Cable car assets are managed through the Cable Car Asset Management Plan, anticipating potential obsolescence and failure modes with the objective of having zero breakdowns due to asset failure. 4. High standard of customer service provided, with convenience for regular users and a memorable experience for visitors to Wellington. 5. Stakeholder engagement with all relevant central government departments, councils, organisations, companies, suppliers and third parties whose activities impinge upon or who could affect Cable Car services. 6. Cable Car marketing activities managed in accordance with Marketing Plan. 7. Manage the operation of the Cable Car within the timetable to maximise the throughput of passengers, without detracting from the overall experience of visitors to the facility. 8. Train employees to ensure that they perform all aspects of their work helpfully and in accordance with safety and operational requirements. 9. Set revenue targets for the Cable Car service to contribute optimally to WCCL's net profit after tax. 10. Ensure appropriate insurance cover is held for Cable Car assets and functions. 11. Cable Car Health and Safety Plan kept up to date and appropriately managed.

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Item 2.2 Attachment 1

<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
	<p data-bbox="707 398 1106 427"><u>Key Change Activities and Outcomes</u></p> <ol style="list-style-type: none"> <li data-bbox="668 456 1142 510">12. Implement the findings from the strategic marketing review undertaken in 2014. <li data-bbox="668 539 1230 593">13. Progress the project to replace the electric drive and controls system (to be installed in July 2016). <li data-bbox="668 622 1230 676">14. Maintain Qualmark accreditation (first obtained in March 2014). <li data-bbox="668 705 1222 815">15. Investigate with NZTA and GWRC the future potential options for the Cable Car to join the Metlink public transport network (it's currently an exempt service). <li data-bbox="668 844 1206 927">16. Investigate and plan an internal overhaul of the Cable Car seating (to be undertaken in July 2016). <li data-bbox="668 956 1129 1010">17. Review and update the long-term Asset Management Plan. <li data-bbox="668 1039 1230 1122">18. Initiate a technical review of critical obsolescence issues, and investigate potential options to increase passenger capacity. <li data-bbox="668 1151 1222 1290">19. Assist WCC and other stakeholders with any collaborative initiatives instigated to reinvigorate Cable Car Lane (including the WCC Urban Design project to renovate Cable Car Lane in 2016).

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<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
<p>b. <u>Operation of Trolley Bus Traction Services</u></p>	<p><u>Key Generic Activities and Outcomes</u></p> <ol style="list-style-type: none"> 1. Ensure all Legal and Statutory requirements are met. 2. Safe operation of the Trolley Bus overhead electrical network with no serious injuries or fatalities, by ensuring high importance is placed on the safety of staff, contractors and members of the public, and meeting statutory requirements. 3. Operate, maintain, repair and replace (where required) the Trolley Bus overhead electrical network assets in accordance with the Asset Management Plan as required under contract by GWRC, using Transfield Services Limited as the maintenance services provider. 4. The Trolley Bus Overhead Electrical Network is fully available for Trolley Bus services during the working week as contracted for by GWRC, subject to damage caused by extreme weather / third parties, or any requirements to undertake reactive maintenance or defect rectification. 5. Stakeholder engagement with all relevant central government departments, councils, organisations, companies, suppliers and third parties whose activities impinge upon or who could affect Trolley Bus services. 6. Train WCCL employees (and TSL employees where necessary) to ensure that they can perform all aspects of their work satisfactorily and in accordance with safety and operational requirements. 7. Ensure appropriate insurance cover is held for Traction Services assets and vehicles, excluding the overhead electrical network infrastructure. 8. Ensure the Trolley Bus Traction Services Health and Safety Plan is kept up to date and appropriately managed. 9. Investigate opportunities to use new technologies and consider their implementation. 10. Liaise and negotiate with WCC, GWRC, utility companies and broadband providers to manage third party use of WCCL Poles for safety reasons and to secure revenue.

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Item 2.2 Attachment 1

<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
	<ul style="list-style-type: none"> 11. Provide assistance to third parties who are required to move high loads through the overhead electrical network. 12. Provide assistance to organisations who need to relocate overhead electrical network assets for road building / modification purposes or earthquake strengthening works.
	<p style="text-align: center;"><u>Key Change Activities and Outcomes</u></p> <ul style="list-style-type: none"> 13. Complete the Trolley Bus Overhead Protection project, through the Golden Mile, Lyall Bay and Miramar. 14. Work with TSL to progress and implement improved working practices identified during the 2014 maintenance services provider contract renegotiation process. 15. Complete the Bus Highway 1 and 2 network section replacement projects as agreed with GWRC. 16. Assist GWRC and WCC with planning, scheduling and estimating activities for the eventual decommissioning of the Trolley Bus overhead electrical network. 17. Assist third party construction projects with the relocation of overhead electrical network assets (as required).

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4. Performance Measurements

a) Non-Financial Performance Measures

1. Cable Car Passenger Services Performance Measures

Performance Indicator	Measure	Target/Result
Cable Car vehicles, track, tunnels, bridges, buildings and equipment are maintained to required safety standards	Approval by NZTA to be obtained each year	Timely approval received
Cable Car service reliability	Percentage reliability	Greater than 99%
Wellington Residents Satisfaction Survey	Q1. Have you used the cable car in the last 12 months? Q2. How do you rate the standard and operational reliability of the Cable Car (Good/Very good)	30% of respondents have used cable car 95% of respondents with some knowledge of the Cable Car rate it Good or Very good
Cable Car Service maintains Qualmark endorsement to confirm that the Cable Car Service meets the established tourism standards	Qualmark endorsement maintained	Qualmark endorsement maintained when annual requalification is required (March 2016)
Cable Car Asset Management Plan (AMP) produced and implemented	Asset Management Plan agreed and signed off	Asset Management Plan implemented and long term planning and financial implications fed into WCCL and WCC planning system
Cable Car Passenger Trips	Passenger trips as per the estimates below	Passenger trip estimates achieved

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Item 2.2 Attachment 1

Cable Car Passenger Trip Estimates and Actual Figures					
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Full Year
2013/14 (actual)*	172,280	251,983	343,814	189,496	957,573
2014/15 (actual)*	193,251	268,787	355,433	189,430	1,006,901
2015/16	186,854	268,971	365,566	189,514	1,010,905
2016/17	187,533*	270,176	367,737	189,619	1,015,065
2017/18	188,733	271,676	369,237	190,419	1,020,065

* This quarterly figure has not been adjusted to take into account a potential 6-week shutdown for the replacement of the electric drive and controls system in 2016.

2. Trolley Bus Services Performance Measures

Performance Indicator	Measure	Target/Result
Inspection, maintenance repair and replacement of trolley bus overhead network components is successfully undertaken to ensure contracted levels of reliability are achieved	Number of network failures due to inadequate maintenance	Nil failures
Trolley Bus Overhead Network Asset Management Plan (AMP) updated and reviewed	Draft Asset Management Plan completion	Asset Management Plan agreed and planning / financial implications fed into GWRC planning system
Trolley Bus Overhead Network Decommissioning Investigation undertaken	Trolley Bus Overhead Network Decommissioning Plan and Schedule produced for GWRC	Planning and financial implications fed into GWRC planning system

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Trolley Bus Overhead Network Poles identified in the AMP as requiring urgent and critical replacement are programmed for replacement	Pole replacements completion	Completed in accordance with the programme
Network section replacement projects as agreed with GWRC are satisfactorily completed.	Network section replacement programme completion	Replacement completed in accordance with the programme
GWRC funding and performance agreement compliance	Number of breaches of agreement	Nil breaches by WCCL Nil complaints from GWRC

3. WCCL Corporate Activities Performance Measures

Performance Indicator	Measure	Target/Result
Compliance with appropriate regulations and statues	Number of adverse comments from the relevant regulatory authorities	Nil adverse comments
WCCL Corporate and Operational Risks are proactively identified, assessed and managed to an As Low As Reasonably Practicable (ALARP) level using "Isolate – Eliminate – Minimise" principles	WCCL Corporate and Operational Risks are proactively identified, assessed and managed	Nil Extreme Risks extant High Risks are proactively managed in accordance with "Isolate – Eliminate – Minimise" principles

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Item 2.2 Attachment 1

4. Financial Performance Measures

Performance Indicator	Measure	Target/Result
Budgetary requirements approved by the WCCL Board are met	Degree of variance from budget	Within 10% of Board approved variance
Board delegations are adhered to	Board and leadership team approvals of financial and contractual commitments and expenditure	All approvals of financial and contractual commitments and expenditure are in accordance with delegations policy
WCCL can fund its long-term Cable Car capital expenditure programme	Appropriate budgeted amount set aside each year for long-term capital works programme	Sufficient financial reserves are maintained to permit funding of capital works programme through a combination of cash, external borrowings and grants / external funding

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5. Board's Approach to Governance

- The Board of Directors normally comprises two members. All are appointed by WCC for varying terms, according to WCC policy.
- The Chairman is appointed by WCC.
- The Board currently meets every two months.

a) Responsibility of the Directors

The Board supports the principles of good governance as set out in "The Four Pillars of Governance Best Practice for New Zealand Directors" (incorporating the Code of Practice for Directors), issued by the Institute of Directors in New Zealand (Inc.) in 2012.

The responsibilities of the Directors include:

- Exercising prudence and skill in their governance of the company, and to act in accordance with the requirements of the Companies Act 1993 and all other relevant legislation in the execution of their duties;
- Managing WCCL to meet:
 - The objectives of WCCL's Board;
 - General objectives of WCC for WCCL as expressed from time to time;
 - Monitoring and addressing policy, solvency and statutory matters of the company;
 - Monitoring all of the company's activities and ensuring the company acts in accordance with its stated objectives.

b) Delegated Functions

The Board of Directors delegates the day-to-day management of the company to the CEO and his leadership team, who are required to act in accordance with the Board's approved delegations policy.

c) Board Practices

The Board's practices include:

- i) The Chair contacts our CEO weekly to discuss current issues
- ii) The Board meets more frequently than bi-monthly, on an as required basis. After each Board meeting a brief note is sent to the CEO of WCC (and other individuals within WCC who have monitoring responsibility of WCCL) advising of any material decisions taken at the Board meeting or any material matters relating to WCCL which the Directors of WCCL believe ought to be brought to the attention of WCC
- iii) The Board of WCCL is happy to hold the 2015/16 Annual General Meeting in a forum which is open to the public.

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6. Organisational Health, Capability and Risk Assessment

WCCL is committed to developing and maintaining an enduring and resilient approach to health and safety that embeds a culture of zero harm within the company, adheres to current and future legislative requirements (noting that the HSE Act 1992 will be superseded in 2015) and ensures that staff, contractors and the general public are not exposed to unnecessary risk or harm in their dealings with WCCL. The following approaches and organisational procedures are in place or are being developed to ensure that WCCL meets its obligations to the Council and the Wellington public as required by the Local Government Act 2002 and other pertinent legislation:

a) Organisational Approach to Health and Safety:

Health and Safety legislation is being overhauled in New Zealand, and the old Health and Safety in Employment Act 1992 is being replaced by the new Health and Safety at Work (HASAW) Act modelled upon the Australian equivalent. WCCL is working in conjunction with WCC to ensure that WCCL remains "ahead of the curve" in the transition to the new regime that will exist under the new HASAW Act, including the oversight of WorkSafe New Zealand.

At a governance level, Health and Safety reporting is a mandatory item at all Board meetings, ensuring that Directors remain apprised of current statistics and any developments arising.

The Cable Car operates under a license granted by the NZTA Rail Safety Regulator and follows well established procedures for the investigation and reporting of any near misses or accidents. The vast majority of reported statistical events comprise either slips, trips or falls, or members of the general public who have injured themselves elsewhere and ask for first aid assistance whilst travelling on the Cable Car.

As a result, WCCL has in place appropriate Health and Safety policies, practices and procedures to meet its responsibilities covering hazard identification and management, emergency planning, accident reporting, investigation management, contractor management and safe work procedures (incorporating appropriate Safe Systems of Work).

b) Capital Investment and Asset Management Plans:

Sourcing adequate funding to meet the requirements of the long-term Cable Car capital investment plan is a very high priority as several significant large equipment replacement programmes will be needed over the next 10-12 years. WCCL will continue to liaise with NZTA and GWRC in addition to WCC to identify appropriate finance (which could be a combination of debt, grant, and external funding from both local and central government funding streams).

The two operating divisions of WCCL each have their own Asset Management Plans and associated capital investment plans. These plans are reviewed annually, however the Cable Car Asset Management Plan was fundamentally rewritten during the previous year to incorporate changes in engineering preventative maintenance procedures and practices, and observed physical loads carried by the Cable Car that have become standard practice in recent times.

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c) Staff Engagement and Training:

The two operating divisions of WCCL each have staff engagement responsibilities and conduct a variety of training to support their activities as well as continuing professional development for employees. Some training is conducted in house or using services provided by sister CCOs and Trusts, but WCCL also engages external training providers. These are essential for customer service ("front-of-house") related activities, first aid, HT driver training, specialist technical training (noting the unique nature and design of the Trolley Bus network and the skills required for its upkeep), and IT (including computer-aided design and project management).

d) Emergency Planning and Business Continuity:

WCCL has a disaster recovery plan, which focuses on effective communications with staff and the general public in the event of an emergency event, as well as IT system and data recovery, bearing in mind the importance of maintaining Cable Car and Trolley Bus passenger services for the general public in the event of accidents, incidents and natural disasters. This will be revalidated in 2015 and benchmarked against the processes and procedures adopted within WCC to give a high degree of confidence that good practice is being followed

e) Environmental Impact Assessment and Practices:

WCCL does not produce high levels of waste or contaminated materials, and therefore does not have a highly developed environmental impact procedure for analysing its carbon footprint. However, it does undertake sensible initiatives including separation and recycling of waste paper products, plastics, aluminium tins, food waste, conventional garbage and metals (ferrous and non-ferrous).

f) Risk Management:

The company's Risk Management Policy is to actively manage risk by assessing risks on at least an annual basis, using the methodologies and practices laid down in AS/NZS ISO 31000:2009 (Risk Management). These risks are identified and actively managed under the following categories:

- a) Health and Safety
- b) Environment
- c) Assets Management
- d) Financial and Commercial
- e) Statutory and Legislation
- f) Corporate
- g) Project
- h) Operational
- i) HR
- j) IT

In each category all aspects of the business have been considered and the level of risk assessed and risk mitigation actions determined as appropriate using the principles of isolate, eliminate or minimise wherever practicable.

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WCCL currently has the following risks that have a High or Extreme Risk Assessment:

Category	Description	Level	Control Method
Corporate	WCCL (CCO Restructure) – restructure or reorganisation of the business arising from local government reorganisation or the cessation of Trolley Bus operations in Wellington	High	Minimise (Communication Strategy and Stakeholder Engagement) - ensure all relevant parties and stakeholders are aware of the benefits and risks of WCCL's CCO status and the expertise that WCCL possesses that can assist strategic change of publically-funded transport operations.
Health and Safety / Asset Management	Trolley Bus (Electrical Fault Protection on Overhead Electrical Network) – lack of electrical fault protection in accordance with modern electrical safety regulations.	High*	Minimise (TBOP project funded by GWRC) – prototype fault protection device was successfully trialed in Kilbirnie. A production version is being rolled out across higher risk elements of the network (the Golden Mile, Lyall Bay, and Miramar). * The risk level will reduce to Medium once implemented.
Financial and Commercial / Asset Management	Cable Car (Earthquake Damage to Cable Car Infrastructure) – WCCL has insufficient funds to repair severe damage caused by a seismic event to Cable Car rolling stock, drive machinery, terminus buildings and platforms.	High	Minimise (Insurance Cover and Earthquake Insurance Excess Reserve Fund) – assets are insured to 40% of the replacement value, earthquake insurance excess reserve fund is maintained.
HR / Asset Management	Trolley Bus (Heavy Reliance on very small number of Senior Experienced Technical Personnel) – uncertainty over the long-term future of Trolley Bus operations and an improvement in the local employment market may lead to staff attrition	High	Minimise (Retain Key Personnel) – WCCL works hard to provide enjoyable and rewarding employment conditions, and key personnel are remunerated and rewarded accordingly to recognise their hard work, loyalty, key skills and experience.
HR / Asset Management	Cable Car (Heavy Reliance on very small number of Senior Experienced Technical and Managerial Personnel) – uncertainty over long-term future of WCCL CCO status may lead to staff attrition	High	Minimise (Retain Key Personnel) – WCCL works hard to provide enjoyable and rewarding employment conditions, and key personnel are remunerated and rewarded accordingly to recognise their hard work, loyalty, key skills and experience.

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7. Additional Information

a) Response to other specific Letter of Expectation matters (if applicable)

The WCC Letter of Expectations for 2015/16 has advised WCCL it wishes it to:

1. **Assist WCC in implementing the Cable Car Lane urban design redevelopment and Cable Car Precinct way finding / signage projects.**

WCCL is fully committed to assisting wherever possible to implement these.

2. **Co-operate with WCC and GWRC to provide information and feedback in relation to the future decommissioning of the trolley bus overhead network.**

WCCL will assist and work with all relevant parties to ensure that any information required to make an informed decision on the most practicable and cost effective methodology for the future decommissioning of the Trolley Bus overhead electrical network is readily available.

3. **Commitment to Accessibility Wellington Action Plan**

WCCL is committed to reducing and eliminating social and physical barriers in its facilities and services, to help achieve the aims of the Accessible Wellington Action Plan. The Cable Car Passenger Service is fully compliant with this and is accessible for disabled passengers. In addition, the Lambton Quay and Kelburn stations have braille signage on the platforms immediately adjacent to the Cable Car entry positions.

4. **Wellington City Council's Living Wage Initiative**

WCCL is committed to undertaking an assessment of the impact of the Living Wage initiative on WCCL and how it would be implemented, when required to do so.

b) Ratio of Shareholders Funds to Total Assets

1. Definition of Terms

Shareholders' funds: Represents the net equity the shareholder has contributed to the Company since its incorporation. This amount includes issued share capital, revaluation reserves and retained earnings. For completeness, this amount would also include any balances in the shareholder current account that exist but is not applicable in the case of WCCL as the Company is self-sufficient financially and pays all amounts in respect of dividends when they are declared. As at 30 June 2014, the shareholders' funds equated to \$7.62m.

Total Assets: Represent the total assets, both intangible and tangible of the Company, disclosed in accordance with applicable financial reporting standards. For completeness, it is noted that any tax liabilities in respect of GST and deferred tax are classified as liabilities irrespective of them being a debit or credit balance. As at 30 June 2014, the Total Assets of the Company equated to \$9.81m.

Ratio of Shareholders Funds to Total Assets as at 30 June 2014 – 77.69%.

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c) Estimate of amount intended for distribution

The Board and Management of the Company are continuously investigating additional revenue earning streams, and the result of these activities may require initial capital investment in order to provide increased revenue (and therefore dividend) streams in future years.

The Directors anticipate net profits will increase as more revenue is earned from an increase in Cable Car passenger revenue following completion of the new Cable Car Kelburn terminus given its iconic status in Wellington.

Balanced against this is the long-term requirement to ensure that the capital investment programme is adequately funded, bearing in mind several significant Cable Car equipment replacement programme will be required. The two most important projects within the programme are listed below. These are considered the bare minimum to maintain the operation at an acceptable level of performance and customer experience, however, the Cable Car is an iconic attraction and WCCL wishes to maintain the highest levels of service and customer experience wherever possible:

- a) Upgrade of the Cable Car Drive and Programmable Logic Control Systems (2015/16)
- b) Replacement of the Cable Car Passenger Vehicles and Bogies (currently planned for 2025/26 however this will be reviewed as part of the Asset Management Plan supporting work underway)

In addition to the dividend, there are other payments that WCCL makes to its shareholder as a consequence of WCCL's structure as an independent entity and its business operations that would not otherwise be received if an internal WCC division. The primary mechanism for this is a subvention payment to Wellington City Council in lieu of income tax, which on average over the last period of time has exceeded \$200,000. There are also consent payments made to WCC as part of the Trolley Bus operations, which are ultimately funded by GWRC.

Acquisition Procedures

The Company will only issue shares or acquire shares in other companies or become a partner with any other business with the express prior permission of WCC.

The Company will fully investigate and report to WCC any proposal to enter into partnerships or to sell any buildings or other significant assets before binding commitments are entered into.

Activities for which the board seeks compensation from a local authority

The Company obtains funding from the following sources, noting that no significant operational or capital funding has previously been provided by WCC for many years:

- The company is funded by GWRC to operate and maintain the Trolley Bus overhead electrical network, including replacement of key degraded sections that will become unsafe to operate if not replaced in a timely fashion. The other activities of WCCL will not subsidise the funding needed for the maintenance and replacement of the Trolley Bus overhead electrical network;

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- The Cable Car operation will be funded from fares and any enhanced tourism activities, including any prospective retail and marketing opportunities. The exception to this is the capital replacement of the electric drive and control systems that will be grant funded from WCC's Long Term Plan. WCCL, in conjunction with GWRC and NZTA, is investigating the feasibility and merits of the Cable Car operation becoming an integrated part of the Metlink network;
- Income from undertaking miscellaneous services for third parties relating to the Trolley Bus overhead electrical network, including project management (for example, the Victoria Street road construction project);
- Utility companies that currently pay for access to and use of Trolley Bus poles;

However, should the shareholder require the company to undertake obligations or services which cannot be covered by the funding from these sources, the company will seek compensation from WCC or other funding sources to restore an adequate level of income to meet the business's requirements.

d) Estimate of commercial value of shareholders investment

The estimate of commercial value is equal to the equity value of the company as at 30 June 2014, is \$7.62m.

The commercial value is reassessed annually, following completion of the audited annual report of the Company.

e) Other matters (if applicable) e.g. Water supply services, LGA requirements

Nil.

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f) Supplementary information the entity wishes to include

1. Insurance Programme

The insurance programme for the respective operating divisions is as follows:

(1) Cable Car Service

All assets related to the cable car service are covered by a policy with Lloyds of London.

The amount of cover necessary has been calculated on the basis of Probable Maximum Loss, as advised by the structure and earthquake engineering consultant who surveyed the assets and reported to WCCL. The Company maintains an investment fund which exceeds any excess payable under this insurance policy to ensure sufficient business operations funds exist at any point in time.

(2) Material Change

Following the Canterbury earthquakes, it was not possible to get continued cover from the then insurer, or from any other NZ-based insurer. The placement was made with Lloyds through and introduction by WCC on the best terms that could be achieved, but not for full replacement. WCCL was able to get its cover only on the strength of the consultant's report and his assessment of Probable Maximum Loss.

(3) Trolley Bus Overhead Network

The trolley bus overhead network itself (poles, stays wires, contact wire and other equipment) is not insured, and has never been. WCCL has attempted to get quotations for cover, but historically these have been not economically viable. It is understood that electricity Lines companies (for example, WE*, Vector) generally do not have insurance cover for this type of infrastructure.

The warehouse and contents, including inventory and equipment is insured with a NZ-based insurer (Aon).

Motor Vehicles are insured with a NZ-based insurer (Aon).
Liability covers are insured with a NZ-based insurer (Aon).

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Appendix 1: Accounting Policies

(Subject to amendment arising from new reporting standards)

Reporting Entity

These are the financial statements of Wellington Cable Car Limited ('the company'). Wellington Cable Car Limited is a company wholly owned by Wellington City Council and is registered under the Companies Act 1993. It is a Council-controlled Organisation as defined by Section 6 of the Local Government Act 2002 and is domiciled in New Zealand.

The primary objective of the Company is to provide goods or services for the community or social benefit rather than making a financial return. Accordingly, the Company has designated itself as a public benefit entity for the purposes of New Zealand equivalents to International Financial Reporting Standards (NZ IFRS).

The financial statements are for the year ended 30 June 2014 and were approved by the Board of Directors on 13 November 2014.

Statement of Compliance

The financial statements of Wellington Cable Car Limited have been prepared in accordance with the reporting requirements of the Companies Act 1993, the Financial Reporting Act 1993 and the Local Government Act 2002.

The financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand (NZ GAAP) and they comply with NZIFRS as appropriate for public benefit entities.

Other accounting policies set out below have been applied consistently to all periods presented in these financial statements.

Measurement Base

The financial statements of Wellington Cable Car Limited have been prepared on an historical cost basis, except where modified by the revaluation of trolley bus overhead lines.

The information is presented in New Zealand dollars.

Changes in Accounting Policies

There have been no changes in accounting policies. All policies have been applied on bases consistent with those used in previous years.

Standards, amendments, and interpretations issued but not yet effective and have not been early adopted, and which are relevant to the Company, are:

- NZ IFRS 9 Financial Instruments will eventually replace NZ IAS 39 Financial Instruments:
Recognition and Measurement. NZ IAS 39 is being replaced through the following three main phases: Phase 1 Classification and Measurement, Phase 2 Impairment Methodology, and Phase 3 Hedge Accounting.

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Phase 1 on the classification and measurement of financial assets has been completed and has been published in the new financial instrument standard NZ IFRS 9. NZ IFRS 9 uses a single approach to determine whether a financial asset is measured at amortised cost or fair value, replacing the many different rules in NZ IAS 39.

The approach in NZ IFRS 9 is based on how an entity manages its financial assets (its business model) and the contractual cash flow characteristics of the financial assets. The financial liability requirements are the same as those of NZ IAS 39, except for when an entity elects to designate a financial liability at fair value through the surplus or deficit. The new standard is required to be adopted for the year ended 30 June 2016. However, as a new Accounting Standards Framework will apply before this date, there is no certainty when an equivalent standard to NZ IFRS 9 will be applied by public benefit entities.

- The Minister of Commerce has approved a new Accounting Standards Framework (incorporating a Tier Strategy) developed by the External Reporting Board (XRB). Under this Accounting Standards Framework, the Company will be eligible to apply the reduced disclosure regime (Tier 2 reporting entity) of the public sector Public Benefit Entity Accounting Standards. The effective date for the new standards for public sector entities is for reporting periods beginning on or after 1 July 2014.

Therefore, the Company will transition to the new standards in preparing its 30 June 2015 financial statements. The Company has not assessed the implications of the new Accounting Standards Framework at this time.

Due to the change in the Accounting Standards Framework for public benefit entities, it is expected that all new NZ IFRS and amendments to existing NZ IFRS will not be applicable to public benefit entities. Therefore, the XRB has effectively frozen the financial reporting requirements for public benefit entities up until the new Accounting Standard framework is effective. Accordingly, no disclosure has been made about new or amended NZ IFRS that exclude public benefit entities from their scope.

Specific Accounting Policies

In the preparation of these financial statements, the specific accounting policies are as follows:

(a) Differential Reporting

The company is a qualifying entity within the Framework for Differential Reporting. The company qualifies on the basis that it is not publicly accountable and there is no separation between the owners and governing body of Wellington Cable Car Limited. The Company has applied all differential reporting exemptions except Statement of Cash Flows and income tax.

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(b) Judgments and Estimations

The preparation of financial statements in conformity with NZ IFRS requires judgments, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, income and expenses. Where material, information on the major assumptions is provided in the relevant accounting policy or will be provided in the relevant note.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised when the revision affects only that period. If the revision affects both current and future periods, it is reflected in the current and future periods.

Judgments that have significant effect on the financial statements and estimates with a significant risk of material adjustment in the next year are discussed in the relevant notes.

(c) Property, Plant & Equipment

Recognition

Property, plant and equipment consist of operational assets. Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits over the total life of an existing asset and can be measured reliably. Costs that do not meet the criteria for capitalisation are expensed.

Property, plant and equipment is shown at cost or valuation, less accumulated depreciation and impairment losses.

Measurement

Property, plant and equipment are initially recorded at cost. The initial cost of property, plant and equipment includes the purchase consideration and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential and that can be measured reliably is capitalised. In accordance with IAS 23, borrowing costs are capitalised if they are directly attributable to the acquisition, construction, or production of a qualifying asset.

Trolley bus overhead and Poles

The Traction network is valued at its fair value based on a discounted cash flows approach to their valuation. This valuation is completed annually as at 30 June using a model prepared by PricewaterhouseCoopers. The valuation is based on expected revenue from contracts for connections to poles using a discount rate of 8%. The valuation assumes that the infrastructure will continue to be retained and maintained by the users of that infrastructure.

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Between valuations, expenditure on asset improvements is capitalised at cost only if it is probable that future economic benefits associated with the item will flow to Wellington Cable Car Limited and the cost of the item can be reliably measured.

Cable Car Asset

The Cable Car assets are valued at cost and reviewed annually to ensure their carrying value is appropriately recorded in the financial statements.

Impairment

The carrying amounts of property, plant and equipment are reviewed at least annually to determine if there is any indication of impairment. Where an asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use. Losses resulting from impairment are reported in the Statement of Comprehensive Income, unless the asset is carried at a re-valued amount in which case any impairment loss is treated as a revaluation decrease.

Revaluations

The result of any revaluation of the Cable Cars infrastructure asset is credited or debited to the asset revaluation reserve for that asset. Where this results in a debit balance in the reserve, the balance is expensed in the Statement of Comprehensive Income. Any subsequent increase on revaluation that off-sets a previous decrease in value recognised in the Statement of Comprehensive Income will be recognised firstly in the Statement of Comprehensive Income up to the amount previously expensed, and then secondly credited to the revaluation reserve.

Accumulated depreciation at revaluation date is eliminated against the gross carrying amount so that the carrying amount after revaluation equals the re-valued amount.

Disposal

Realised gains and losses arising from the disposal of property, plant and equipment are determined by comparing the proceeds with the carrying amount and are recognised in the Statement of Comprehensive Income in the period in which the transaction occurs. Any balance attributable to the disposed asset in the asset revaluation reserve is transferred to Retained Earnings.

Depreciation

Depreciation is provided on all property, plant and equipment, except for assets under construction (work in progress). Depreciation is calculated on a straight line basis, to allocate the cost or value of the asset (less any residual value) over its useful life.

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The depreciation rates of the major classes of property, plant and equipment are as follows:

Cable Car Tracks & Wires	2%
Cable Car Equipment	2%
Cable Car Equipment	10%-33%
Computer Equipment	33%
Motor Vehicles	20%
Furniture & Fittings	20%
Trolley Bus Overhead Wire System & Fittings	2.5%-20%
Trolley Bus Overhead Wire System Equipment	10%

The residual values and useful lives of assets are reviewed, and adjusted if appropriate, at each balance date.

Work-in-progress

The cost of projects within work in progress is either expensed or transferred to the relevant asset class when the project is completed. It is transferred to the relevant asset class only if it is probable that future economic benefits associated with the item will flow to Wellington Cable Car Limited and the cost of the item can be reliably measured. Otherwise the item is expensed.

(d) Foreign Currencies

Transactions in foreign currencies that are settled in the accounting period are translated at the settlement rate. Transactions in foreign currency that are not settled in the accounting period, resulting in monetary assets and liabilities denominated in foreign currencies at the Statement of Financial Position date are translated to NZD at the foreign exchange rate ruling at that date.

Foreign exchange differences arising on their translation are recognised in the Statement of Comprehensive Income.

(e) Intangible Assets

Intangible assets comprise computer software which has a finite life and is initially recorded at cost less any amortisation and impairment losses. Amortisation is charged to the Statement of Comprehensive Income on a straight-line basis over the useful life of the asset. Typically, the estimated useful lives of these assets are as follows:

Computer Software	3 years
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Realised gains and losses arising from disposal of intangible assets are recognised in the Statement of Comprehensive Income in the period in which the transaction occurs. Intangible assets are reviewed at least annually to determine if there is any indication of impairment. Where an intangible asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. Losses resulting from impairment are reported in the Statement of Comprehensive Income.

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(f) **Goods & Services Tax**

These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are shown inclusive of GST. Where GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

(g) **Income Tax**

Income tax expense is charged in the Statement of Comprehensive Income in respect of the current year's results. Income tax on the profits or loss for the year comprises current and deferred tax.

Current tax is the expected tax payable on the taxable income for the year, using tax rates enacted or substantively enacted at the balance sheet date, and any adjustment to tax payable in respect of previous periods.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Deferred tax is provided using the balance sheet liability method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and amounts used for taxation purposes. The amount of deferred tax provided is based on the expected manner of realisation or settlement of the carrying amount of assets and liabilities, using tax rates enacted or substantively enacted at balance date. Deferred income tax assets are recognised to the extent that it is probable that future taxable profit will be available against which the temporary differences can be utilised.

(h) **Inventories**

Inventory has been valued at the lower of cost (average weighted cost price) or net realisable value. Net realisable value is the estimated selling price in the ordinary course of business, less applicable variable selling expenses. Inventories held for distribution or consumption in the provision of services that are not supplied on a commercial basis is measured at the lower of cost and current replacement cost.

(i) **Leases**

Finance Leases

Assets purchased under finance leases which effectively transfer to the lessee substantially all the risks and benefits incidental to ownership of the property are included as non-current assets in the Balance Sheet. Finance Leases will be capitalised at the present value of the minimum lease payments. A corresponding liability is also disclosed with lease payments being apportioned between the liability and interest payments.

The depreciation policy for depreciable assets, that are the subject of a finance lease, will be consistent with that for assets that are owned, unless there is no certainty that the lessee will take ownership by the end of the lease term, in which case the assets will be depreciated over the shorter of the estimated useful life of the asset or the lease term.

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Operating Leases

Leases where the lessor effectively retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under these leases are expensed in the Statement of Comprehensive Income in the period in which they are incurred. Payments made under operating leases are recognised in the Statement of Comprehensive Income on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Income as an integral part of the total lease payment.

(j) **Statement of Cash Flows**

The Statement of Cash Flows has been prepared using the direct approach. Operating activities include cash received from all income sources of the company and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets. Financing activities relate to activities that change the company equity and debt capital structure.

(k) **Related Parties**

Related parties arise where one entity has the ability to affect the financial and operating policies of another through the presence of control or significant influence. Related parties also include key management personnel or a close member of the family of any key management personnel.

Directors' remuneration is any money, consideration or benefit received, receivable or otherwise made available, directly or indirectly, to a Director during the reporting period.

Directors' remuneration does not include reimbursement of legitimate work expenses or the provision of work-related equipment such as cell phones and laptops.

(l) **Financial Instruments**

WCCL classifies its financial assets and financial liabilities according to the purpose for which the investments were acquired. Management determines the classification of its investments at initial recognition and re-evaluates this designation at every reporting date.

Non Derivative Financial Instruments

WCCL has the following non-derivative financial instruments.

Financial assets

WCCL classifies its investments into the following categories:

- Financial assets at fair value through profit and loss and loans and receivables.
- Loans and receivables comprise cash and cash equivalents, trade and other receivables.
- Trade and other receivables are financial assets with fixed or determinable payments.

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They arise when the Company provides money, goods or services directly to a debtor with no intention of trading the receivable. Trade and other receivables are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method. Fair value is estimated at the present value of future cash flows, discounted at the market rate of interest at the reporting date for loans of a similar maturity and credit risk. Trade and other receivables issued with duration less than 12 months are recognised at their nominal value. Allowances for estimated irrecoverable amounts are recognised when there is objective evidence that the asset is impaired.

- Cash and cash equivalents comprise cash balances and call deposits with up to three months maturity from the date of acquisition. These are recorded at their nominal value.

Financial liabilities

Financial liabilities are classified as financial liabilities at fair value through profit and loss or other financial liabilities. Financial liabilities comprise trade and other payables and borrowings. Financial liabilities with duration more than 12 months are recognised initially at fair value less transaction costs and subsequently measured at amortised cost using the effective interest rate method. Amortisation is recognised in the Statement of Comprehensive Income as is any gain or loss when the liability is de-recognised. Financial liabilities entered into with duration less than 12 months are recognised at their nominal value.

(m) Revenue

Wellington Cable Car Limited derives revenue from the cable car passenger service with fares being the sole source of income.

Additional revenue is received from projects in relation to the Traction Network to modify the network at the request of outside parties and there is also pole occupancy licenses in place. Revenue is recognised when billed or earned on an accrual basis.

(n) Government Grants

The trolley bus overhead wiring system funding is from contract payments by the Greater Wellington Regional Council.

Grants are recognised as income when received, unless conditions apply. Any grants for which conditions apply under the grant agreement are carried as liabilities until all the conditions have been fulfilled.

(o) Expenses

Expenses are recognised when the goods or services have been received on an accrual basis.

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(p) Other Liabilities and Provisions

Provisions are recognised for future expenditure of uncertain timing or amount when there is a present obligation as a result of a past event and it is probable that expenditures will be required to settle the obligation. Other liabilities and provisions are recorded at the best estimate of the expenditure required to settle the obligation. Liabilities and provisions to be settled beyond 12 months are recorded at their present value.

(q) Employee Benefit liabilities

A provision for employee benefits (holiday leave) is recognised as a liability when benefits are earned but not paid.

Holiday leave is calculated on an actual entitlement basis at the greater of the average or current hourly earnings in accordance with sections 16(2) and 16(4) of the Holidays Act 2003.

(r) Going Concern

These financial statements have been prepared on the basis that the company is a going concern and has the continuing support of its shareholders. Based on the continuing financial support of its shareholders, the company would satisfy the solvency requirements of the Companies Act 1993.

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Appendix 2: Forecast Financial Statements

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Wellington Cable Car Limited - Business Plan
Statement of Comprehensive Income for the years ending 30 June 2016, 2017 and 2018

	2016 - Qtr 1 \$000	2016 - Qtr 2 \$000	2016 - Qtr 3 \$000	2016 - Qtr 4 \$000	2016 - Total \$000	2017 \$000	2018 \$000
OVERHEAD DIVISION							
Income	1,104	1,104	2,703	1,104	6,016	4,527	10,000
Contractor Operations Costs	420	420	420	420	1,681	1,681	0
Wellington Cable Car Operations Costs	297	297	297	297	1,189	1,228	0
Reactive Maintenance	138	138	138	138	551	551	0
Total Operating Expenses	855	855	855	855	3,421	3,460	0
Operating Surplus/Loss before Replacements	249	249	1,848	249	2,595	1,068	10,000
Reactive Maintenance	0	0	0	0	0	0	0
Pole Replacements	90	90	90	90	359	570	0
Feeder Pillar Replacements	5	5	5	5	20	20	0
Special Works Replacement	34	34	34	34	137	137	0
Contact Wire Replacements / Rentensions	35	35	35	35	140	140	0
AMP Expenditure	0	0	0	0	0	0	0
Total Replacements	164	164	164	164	656	868	0
Total 3rd Party Jobs Completed	0	0	0	0	0	0	0
Overhead Division Items Subject to Business Case to GWRC							
Investigation Funding / Decommissioning	25	25	25	25	100	100	10,000
Contact Wire Replacements / Rentensions	0	0	1,599	0	1,599	0	0
Other Network Upgrade Expenditure	60	60	60	60	240	100	0
Total Maintenance cost	249	249	1,848	249	2,595	1,068	10,000
Depreciation	57	57	57	57	228	216	206
Total Expenses	1,161	1,161	2,760	1,161	6,244	4,744	10,206
Overhead Overall Surplus/ (Loss)	(57)	(57)	(57)	(57)	(228)	(216)	(206)

	2016 - Qtr 1 \$000	2016 - Qtr 2 \$000	2016 - Qtr 3 \$000	2016 - Qtr 4 \$000	2016 - Total \$000	2017 \$000	2018 \$000
<u>COMPANY ACTIVITIES DIVISION</u>							
Cable Car Income	422	698	921	437	2,479	2,504	2,529
Cable Car Operations	212	212	212	212	847	889	933
Cable Car Maintenance	170	170	170	170	682	737	726
Depreciation	42	42	42	42	168	170	161
Cable Car Expenses Subtotal	424	424	424	424	1,696	1,796	1,820
Electric Bus Income	0	0	0	0	0	0	0
Electric Bus Operations	0	0	0	0	0	0	0
Electric Bus Maintenance	0	0	0	0	0	0	0
Electric Bus Expenses Subtotal	0	0	0	0	0	0	0
Cable Car Operating Surplus/ (Loss)	(2)	274	497	13	783	708	708
<u>EXTERNAL ACTIVITIES</u>							
3rd Party Services Net Contribution	2	2	2	2	8	8	8
Sundry External Income	786	786	786	786	3,144	212	176
External Activities Operating Surplus / (Loss)	788	788	788	788	3,152	220	184
Administration Expenses	105	105	105	105	422	436	450
External Activities Division Surplus/ (Loss)	681	957	1,179	695	3,513	492	442
WELLINGTON CABLE CAR - TOTAL SURPLUS/ (LOSS) BEFORE TAX	624	900	1,123	638	3,285	275	236
Income Tax Expense	0	0	112	0	112	91	81
WELLINGTON CABLE CAR - TOTAL SURPLUS/ (LOSS) AFTER TAX	624	900	1,011	638	3,173	184	155
The Total Surplus / (Loss) After Tax Consists of:							
Total Income	2,327	2,603	4,424	2,342	11,696	7,251	12,713
Total Expenditure	(1,703)	(1,703)	(3,414)	(1,703)	(8,524)	(7,066)	(12,557)
	624	900	1,011	638	3,173	184	155

Wellington Cable Car Limited - Business Plan

Statement of Movements in Equity for the years ending 30 June 2016, 2017 and 2018

	Notes	2016 \$000	2017 \$000	2018 \$000
Opening Equity - 1 July		7,823	10,996	11,180
Net Surplus/(loss) for the period		3,173	184	155
Total Recognised Revenues and Expenses		<u>3,173</u>	<u>184</u>	<u>155</u>
Distribution to Owners		-	-	-
Closing Balance 30 June		<u>10,996</u>	<u>11,180</u>	<u>11,335</u>

Wellington Cable Car Limited - Business Plan

Statement of Financial Position for the years ending 30 June 2015, 2016 and 2017

	Notes	2016 \$000	2017 \$000	2018 \$000
CURRENT ASSETS				
Bank	1	587	739	1,155
Inventory		650	650	650
Work In Progress		50	50	50
Accounts Receivable		400	400	400
		<u>1,687</u>	<u>1,839</u>	<u>2,255</u>
FIXED ASSETS				
	2	<u>11,010</u>	<u>11,072</u>	<u>10,840</u>
TOTAL ASSETS		<u>12,697</u>	<u>12,910</u>	<u>13,095</u>
CURRENT LIABILITIES				
Accounts Payable/Accruals		957	985	1,015
Current Portion of Term Loan		-	-	-
		<u>957</u>	<u>985</u>	<u>1,015</u>
NON CURRENT LIABILITIES				
ANZ Bank Loan		-	-	-
Deferred Tax Liability		745	745	745
Employee Retirement Gratuity		-	-	-
		<u>745</u>	<u>745</u>	<u>745</u>
NET ASSETS		<u>10,996</u>	<u>11,180</u>	<u>11,335</u>
SHAREHOLDERS' FUNDS				
Represented by:				
Authorised Capital				
Ordinary Shares at \$1 fully paid		7,435	7,435	7,435
Retained Earnings		3,561	3,745	3,900
		<u>10,996</u>	<u>11,180</u>	<u>11,335</u>

Notes and Assumptions:

- 1 Bank balance has been taken as the balancing figure and includes any short term deposits and the Cable Car self insurance fund.
- 2 Fixed assets include the capital expenditure as included in the 2015-16 detailed budget report including replacement of the Cable Car Electric Drive and PLC.
- 3 Adjustment to revaluation reserve and Fixed Assets may be required for Poles post decision on overhead network decommissioning
- 4 No distribution to owners based on the Company accumulating funds for further capital replacements required however will be assessed on an annual basis.
- 5 The large surplus in the 2015/16 year relates to WCC funding in respect of the electric drive replacement totalling \$2.9m

Wellington Cable Car Limited
Statement of Cash Flows
For the Years Ended 30 June 2016, 2017 and 2018

	Year Ended 30 June 2016	Year Ended 30 June 2017	Year Ended 30 June 2018
Cash flows from operating activities			
<u>Cash was received from:</u>			
Operating receipts	11,581	7,185	12,647
Interest received	66	66	66
<u>Cash was disbursed to:</u>			
Payments to suppliers and employees	(7,938)	(6,561)	(12,080)
Net cash inflow / (outflow) from operating activities	<u>3,708</u>	<u>690</u>	<u>632</u>
Cash flows from investing activities			
<u>Cash was received from:</u>			
Investments	-	-	-
Sale of Fixed Assets	-	-	-
<u>Cash was applied to:</u>			
Purchase of fixed assets	(3,394)	(447)	(135)
Net cash inflow / (outflow) from investing activities	<u>(3,394)</u>	<u>(447)</u>	<u>(135)</u>
Cash flows from financing activities			
<u>Cash was received from:</u>			
Term Loan	-	-	-
<u>Cash was applied to:</u>			
Payment of Dividend	-	-	-
Term Loan	-	-	-
Payment of Tax	-	-	-
Subvention Payment	(112)	(91)	(81)
Net cash inflow/(outflow) from financing activities	<u>(112)</u>	<u>(91)</u>	<u>(81)</u>
Net Increase/(decrease) in Cash held	<u>202</u>	<u>152</u>	<u>416</u>
Opening Cash Balance	384	587	739
Closing Cash Balance	<u>587</u>	<u>739</u>	<u>1,155</u>

BUILT HERITAGE INCENTIVE FUND 2014/15 ROUND 3 (OF 3)

Purpose

1. 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.
2. In addition to approving recommended allocations for this round of applications, it is proposed in this paper to change the eligibility and assessment criteria in order to clarify the focus of the fund for users.

Summary

3. Eight applications were received this round seeking funding of \$546,518. The original information provided through the online applications has been made available to Councillors through the Hub dashboard.
4. A total of \$175,400 is available for allocation for the remaining two rounds of the 2014/15 financial year. This total includes additional funds from unpaid allocations and surplus from the 2014/15 Resource Consent Reimbursement Scheme.
5. The recommendation is that a share of \$175,400 is allocated to seven applications to this round.
6. A summary of each of the eight applications is outlined in Attachment Two. This includes the project description, outcomes for the heritage building and commentary relating to previously allocated grants.
7. Officers are satisfied that there are no conflicts of interest involved in any of the applications.
8. Attachment Three contains the proposed new eligibility and assessment criteria, which will form the basis of all future BHIF rounds.

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 and summarised in Attachment Two (of the officers report).
3. Agree to the proposed new eligibility criteria, assessment and allocation guidelines contained in Attachment Three (of the officers report) (existing criteria are included at Attachment One (of the officers report))

Background

9. 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, this work has been given a higher priority in this funding round. Other work the BHIF will consider includes the repair or restoration

of original heritage fabric (e.g. repairs to joinery or glazing), protective works on archaeological sites, and maintenance reports.

10. The following factors are currently 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.
11. 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
 - the value of discrete stages of the project relating to immediate risk
 - parity with similar projects in previous rounds
 - equitable distribution in the current round
 - the amount of funding available for allocation.
12. To ensure funds are used appropriately, conditions may be suggested in certain circumstances should funding be approved.

Discussion

13. It is recommended that:
 - Seven applicants are allocated a share of \$175,400 from the 2014/15 BHIF. All seven applications recommended for funding have provided the necessary information and meet the criteria for the fund. The one application that is recommended for decline did not satisfy current criterion 10 as the works have been completed.
 - The proposed new eligibility criteria, assessment and allocation guidelines are agreed to as a way to manage to fund into the future. These will be published on the WCC BHIF webpage and promoted to customers.
14. The officer panel (consisting of Heritage & Urban Design, Funding Team and Building Resilience officers) have assessed the eight applications received this round against the current priority and stated criteria of the BHIF (Attachment One). Assessment summaries are included at Attachment Two. As agreed by all of the above teams, it is recommended that all applications be allocated funding as follows:

	Project	Project Total Cost	Amount Requested	Amount eligible for funding	Amount Recommended ex GST if applicable
1	108-110 Cuba Street – seismic construction works	\$362,066	\$104,995	\$104,995	\$50,000
2	251-255 Cuba Street – Seismic engineering design	\$17,385	\$17,385	\$17,385	\$15,000
3	99 Willis Street – Seismic Assessment	\$15,870	\$10,000	\$10,000	\$10,000
4	16 Salisbury Garden Court – restoration and painting of house	\$19,837	\$9,837	-	Decline (works completed – ineligible)
5	639 Ohariu Valley Road Holy Trinity Church – restoration, repair and repainting	\$81,950	\$20,000	\$20,000	\$20,000
6	131 Featherstone Street – Removal of verandah, restoration and conservation architect design of replacement verandah	\$271,806	\$271,806	\$22,650	\$22,650
7	235 Adelaide Road St James' Church – adaptive reuse development post-seismic strengthening	\$510,486	\$100,000	\$100,000	\$50,000
8	136 Riddiford Street - Seismic design for building consent	\$12,495	\$12,495	\$12,495	\$7,750
Totals		\$1,291,895	\$546,518	\$287,525	\$175,400

Item 2.3

15. In addition to the applications recommendations, it is recommended that new eligibility criteria, assessment and allocation guidelines are agreed to in order to simplify the process for the applicant as well as ensure that heritage and funding team officers can manage the fund according to the agreed priorities. It has been apparent that some requirements are unclear to applicants such as the requirement for conservation architect input. In addition the future cost nature of the fund and issues around projects changing substantially from application to works stage have been common. The proposed new eligibility criteria, assessment and allocation guidelines aim to rectify these issues and provide a level of clarity and transparency than is currently the case.

These proposed changes have been developed through consultation with WCC Heritage, Building Resilience, Funding and District Plan Teams.

Financial considerations

16. The recommended allocations for this round of the BHIF are within the funding levels provided for in the 2014/15 Annual Plan.

Long Term Plan considerations

17. The recommended allocations for this round of the BHIF are consistent with the priorities of the 2012/22 Long Term Plan.

Options

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

Next Actions

19. Successful applicants have 18 months to undertake the work and provide evidence of completion to Officers before the allocated funding is paid out. Meanwhile the remaining round of BHIF 2014/15 will proceed.

Attachments

Attachment 1.	Existing BHIF criteria	Page 70
Attachment 2.	Summary March 2015 applications	Page 72
Attachment 3.	Proposed new eligibility criteria, assessment and allocation guidelines	Page 86

Author	Trevor Keppel, Senior Heritage Advisor
Authoriser	Trudy Whitlow, Urban Design & Heritage Mgr

SUPPORTING INFORMATION

Consultation and Engagement
Internal officer consultation only

Treaty of Waitangi considerations
None of the applications have implications for Mana Whenua

Financial implications
The recommended allocations for this round of the BHIF are within the funding levels provided for in the 2014/15 Annual Plan and 2012/22 Long Term Plan.

Policy and legislative implications
The recommendations contained are consistent with Council's Heritage Policy 2010

Risks / legal
There is a financial risk to Council should allocations not be taken up for applicants and allocations are tied up for 18 months while the project stalls. This is mitigated by officer rigour around providing financial information that the owners can proceed with the project and that the projected costs are accurate.

Climate Change impact and considerations
N/A

Communications Plan
The recommendations are in line with the Built Heritage Incentive Fund Communications Plan

BUILT HERITAGE INCENTIVE FUND

Full Criteria



Prerequisites

1. The project makes a positive contribution to achieving the Council's Strategic Outcomes as listed in the Council's Long Term Plan.
2. The project is within Wellington city.
3. The project relates to buildings and objects listed in the District Plan, or to buildings and objects identified as contributing to a heritage area listed in the District Plan.
4. The project conserves and enhances the heritage significance of the item where elements of the item are protected by provisions of the District Plan (eg the exterior of a heritage place).
5. The applicant is the owner or part-owner of the heritage building or object (eg a private owner, or a charitable trust including church organisations). The Crown, Crown entities, district health boards, community boards, Council controlled organisations and Council business units are not eligible for this funding.
6. **Assessment**

The project must be for:

- a. stabilisation, repair or restoration of original heritage fabric relating to historic buildings, structures, or objects or their remains (eg repairs to masonry, joinery, plaster or glazing, earthquake strengthening, fire protection, protective works on archaeological sites) **OR**
- b. professional services (eg structural strengthening reports, maintenance reports, conservation plans, archaeological site assessments, conservation work specifications, or supervision of work, technical advice etc) **OR**
- c. reimbursement of Council resource consent fees for work which the Council supports as not harming heritage values, and where consent is required as a result of heritage listing

Note: A project which has received funding for either a or b above is not eligible for c - reimbursement of Council resource consent fees.

7. Administrative

The applicant provides evidence of:

- appropriate project management
 - appropriate technical supervision
 - sufficient resources to complete the project on time
 - demonstrated ability to report back on the project results as appropriate.
8. Applications for funds over \$3,000 will be considered only if a heritage report or advice from a qualified conservation professional is provided or budgeted for in the proposal.
9. Grants will only be assessed as a percentage of the heritage conservation component of a project, not of the total project cost. The grant assessment is at the sole discretion of the Council.
10. Only applications for work that has not yet commenced will be accepted for consideration.


Meeting the Council's strategic outcomes

In particular, projects are considered relevant if they contribute to the following outcomes in the Council's Long Term Plan:


6.5 Our overall aim is to make the city more liveable, retain its character, and enhance an even stronger 'sense of place' through continual improvement to public areas.


The repair and conservation of listed heritage buildings provides a positive contribution to achieving a 'stronger sense of place'.

Summary of Applications to the Built Heritage Incentive Fund 2014/15 Round 3 (of 3)


Project 1	108-111 Cuba Street
Applicant	Gary McGiveney (Body Corporate Member)
Project:	Seismic construction works
Total project cost	\$362,066
Amount requested	\$104,995
Amount eligible for funding	\$104,995
Recommended Grant ex GST if applicable	\$50,000
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 50%;"> <p>Building Information</p> <ul style="list-style-type: none"> • 108 Cuba Street is a part of the listed Cuba Street Heritage Area on the District Plan (Map 16, Symbol 27) • This building is part of a group of commercial buildings on Cuba Street which contribute to the sense of place and continuity of the Cuba Street Heritage Area. Its size, scale, and style are in sync with the streetscape. • This is a well-mannered building on a street that has a large number of elaborate and overbearing designs. It is harmonious with the more decorative Classical and Edwardian designs on Cuba Street and maintains its own heritage merits despite alterations. </div> </div>	
The Issue	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.
Review of Proposal	<p>This application is supported by officers as the work will advance the body corporate to address the seismic performance of the building as a whole. Detailed seismic engineering designs have been produced which appear to maintain the external appearance and heritage values of the building, and the application includes conservation architect input ensure this. The building is located in the Cuba Street Heritage Area – a recognised area of focus for this fund and a strategic route with high pedestrian traffic flows.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • \$50,000 towards seismic strengthening construction works to 60

		<p>Ghuznee Street; November 2014 round;</p> <ul style="list-style-type: none"> \$60,000 towards seismic strengthening construction works to the Evening Post Building; 62 Willis Street; \$60,000; November 2013 round.
BHIF Outcome		<p>The grant will:</p> <ul style="list-style-type: none"> Acknowledge the additional costs associated maintaining a heritage building; Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route Acknowledge and protect the heritage values of this important building.
Additional condition(s)	BHIF	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> Relevant drawings and reports to be submitted to WCC 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.


Project 2	251-255 Cuba Street
Applicant	John Bradley (Body Corporate member)
Project	Detailed seismic assessment and preliminary seismic design
Total project cost	\$17,385
Amount requested	\$17,385
Amount eligible for funding	\$17,385
Recommended Grant ex GST if applicable	\$15,000
 <p>Building Information</p> <ul style="list-style-type: none"> • Listed Heritage Building (Map 66, symbol 91/2) and within Cuba Street Heritage Area • 251-255 is an understated Moderne/Art Deco mixed use apartment/commercial building. It has architectural value for the retention of original design and building fabric. • The building has historic value for its association with the designer, Wellington architectural firm Dawson and King. • The building makes a distinct contribution to the townscape of Cuba Street, and contributes to the sense of place and continuity of the Cuba Street Heritage Area. 	
The Issue	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.
Review of Proposal	<p>This application is supported by officers as the work will allow the body corporate to understand the seismic weakness of the building and present the owners with a way forward to remedy this. The applicant has also engaged the services of a recognised conservation architect to ensure the solution will maintain and enhance heritage significance of the building. The building is one of notable heritage significance and is located in the Cuba Street Heritage Area – a recognised area of focus for this fund, and a strategic route with high pedestrian traffic flows.</p> <p>The project is in accordance with the current focus of the fund and previous grants for similar work include:</p> <ul style="list-style-type: none"> • \$20,000 towards seismic assessment and design; 216 Cuba Street; November 2013 round. • \$20,000 towards seismic design for the Abermarle Hotel, 59 Ghuznee Street; November 2014 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Relevant reports and drawings to be submitted to WCC

Project 3	99 Willis Street (Jaycee Building)
Applicant	Jim Viatos Family Trust
Project	Detailed seismic assessment
Total project cost	\$15,870
Amount requested	\$10,000
Amount eligible for funding	\$10,000
Recommended Grant ex GST if applicable	\$10,000
<p style="text-align: right;">Building Information</p> <div style="display: flex; align-items: flex-start;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> • Listed Heritage Building (Map 17, symbol 347) • The Jaycee Building is a 1920s concrete framed commercial building and has aesthetic value for the unusual, lively and eclectic arrangement of Classical decorative elements on the Willis Street façade. • The Jaycee Building has aesthetic value for its role in the townscape, defining the eastern side of Willis Street and being seen in association with a number of other heritage buildings at a nodal point on Wellington's Golden Mile - the intersection of Willis, Manners and Boulcott Streets. • The building has some historic value for the period when it was occupied by the Jaycees, a significant but relatively low profile community group. • There are technical values in the reinforced concrete structure of the building, for which engineering drawings still exist. </div> </div>	
The Issue	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.
Review of Proposal	<p>This application is supported by officers as the work will allow the body corporate to understand the seismic weakness of the building and present the owners with a way forward to remedy this. A conservation architect has not been engaged because the project as quoted does not involve any design work. The building, while not in a focus area, is located on a strategic route and one of high pedestrian traffic flows.</p> <p>The project is in accordance with the current focus of the fund and previous grants for similar work include:</p> <ul style="list-style-type: none"> • \$10,000 towards seismic engineering design for 126 Cuba Street; November 2014 round; • \$10,000 towards earthquake strengthening at Moxham Buildings, 3a-3c Moxham Avenue; July 2010 round.
BHIF Outcome	The grant will:


	<ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building.
Additional BHIF condition(s)	Release of funds is subject to: <ul style="list-style-type: none"> • Relevant reports and drawings to be submitted to WCC

Project 4	131 Featherstone Street
Applicant	Eyal Aharoni
Project	Removal/ making good of verandah and conservation architect input to design replacement verandah.
Total project cost	\$271,806
Amount requested	\$22,650
Amount eligible for funding	\$22,650
Recommended Grant ex GST if applicable	\$22,650
<p style="text-align: center;">Building Information</p> <div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2;"> <ul style="list-style-type: none"> • Listed Heritage Building (Map 17, Symbol 117) • The building at 131-133 Featherston Street was designed by Gummer and Ford, an influential practice of New Zealand architects. It is notable for the arrangement of the windows in horizontal bands, the original fenestration, and the careful composition of the chamfered corner to Featherston and Johnston Streets. • The building has historic value for its long association with the New Zealand Insurance Company. NZI was established in 1861 and continues to operate as one of New Zealand's most successful insurance companies. • The building exterior is generally in authentic condition and retains most of the original building fabric, except for the intrusive modern verandah, and the circa 1984 alterations to the building's main entrance. The interior is notable for the original stair. </div> </div>	
The Issue	The building is not earthquake prone but the verandah has been deemed by the Building Resilience team and the owner as presenting a risk to pedestrians. The applicant has a current resource consent application for the removal of the verandah with no proposed replacement verandah. The removal of the verandah and restoration of the of the connection points to the building is supported given the significant heritage benefits as well as the potential public safety benefits given the condition of the verandah. The District Plan requires a replacement verandah, and the applicant has applied for all costs associated with removal and reinstatement works including conservation architect input to the design.
Review of Proposal	<p>Only a portion of the costs (\$22,650) applied for are eligible for BHIF assistance, that is the cost of demolition, making good and conservation architect input for design. This has been communicated clearly to the applicant.</p> <p>This BHIF application coincides with a resource consent application, which presents a risk to the fund in the case that the resource consent is declined and the project stalls tying up funds that could be utilised elsewhere. There is also a</p>


	<p>risk that contributing to the design of a new verandah may raise expectations about the granting of a resource consent, which would be required to modify this building externally. The clear heritage benefit, however of removing this unsympathetic verandah is in line with the intention of the BHIF and for this reason the application is supported in heritage terms.</p> <p>The proposed allocation is in accordance with previous grants for similar work including:</p> <ul style="list-style-type: none"> • \$15,000 towards repairing and making good of external wall cracking and replica parapet for 179 Riddiford Street, Newtown; March 2014 round. • \$10,000 towards seismic risk mitigation – chimney for Katherine Mansfield Birthplace; August 2014 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Relevant reports and drawings to be submitted to WCC • 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.


Project 5	235 Adelaide Road
Applicant	Scot Plunkett (St James Park Ltd)
Project	Adaptive reuse development
Total project cost	\$510,486
Amount requested	\$100,000
Amount eligible for funding	\$100,000
Recommended Grant ex GST if applicable	\$47,750
Building Information	
 <ul style="list-style-type: none"> • Listed heritage Building Map 6, Symbol 8 • The building is an example of the adaptation of traditional masonry detailing and ornamentation for use on a timber building. • The church tower and east elevation form a landmark that is visible from many vantage points, including Riddiford Street (the main thoroughfare to Newtown) • The church has historic value for its association with the Presbyterian Church, and its English and Niue speaking congregations, and for its association with local merchant, James Smith, and church minister the Rev. William Shirer • The building is held in high public esteem as both a local landmark & for the church communities which it served • The church is (mostly) unmodified and has few modern or intrusive interventions. The church is notable for its fine interior. 	
The Issue	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. The former church is subject to an adaptive reuse development, to create 5 apartments with some exterior modifications, all of which has approved resource consents. The developer is seeking assistance in finishing the project with primarily exterior work remaining including restoring windows, weatherboards, downpipes, re-roofing, exterior painting and landscaping.
Review of Proposal	The remaining work for the development is not seismic strengthening as this has been completed. Much of the work applied for will have heritage benefits given that it is being informed by a recognised conservation architect, however the work sits outside the current priorities of the fund. It is also noted that the approved resource

	consent has struck a balance between heritage values and the property owners desire for income through redevelopment with significant alterations having been made particularly to the original windows. The applicant has not provided assurance of financial capability to complete the works, leaving a risk to the fund should the project stall. Given that WCC has not assisted this seismic retrofit and adaptive reuse project to date, and the relatively low amount of seismic construction applications in this round, it is considered that supporting this application in a meaningful way has significant merit.
BHIF Outcome	The grant will: <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building.
Additional BHIF condition(s)	Release of funds is subject to: <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC • WCC Heritage Advisor on site approval of works • 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.

Project 6	136 Riddiford Street, Newtown
Applicant	Wei Min & Fiu Lan Young
Project	Seismic design for building consent
Total project cost	\$12,495
Amount requested	\$12,495
Amount eligible for funding	\$12,495
Recommended Grant (ex GST if applicable)	\$7,750
 <p>Building Information</p> <ul style="list-style-type: none"> • 136 Riddiford Street is a much altered small, single-storey shop that has architectural value for the distinctive silhouette of its (original) parapet. • This building is representative of and contributes to the historic character Newtown Central Shopping Centre Heritage Area 	
The Issue	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.
Review of Proposal	<p>Following on from a seismic assessment and preliminary design, which received BHIF funding of \$4,960, the owner is now seeking to draw up building consent plans for submission in order to rectify the earthquake prone status of the building by undertaking a design phase prior to works that are intended to achieve 100% NBS. The project is supported by the heritage and building resilience teams given that it aims remedy an earthquake prone building located in a recognised focus area for the fund. A conservation architect has been engaged to ensure that the project does not adversely affect the heritage values of the building and surrounding heritage area.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • \$4,960 towards preliminary seismic engineering design for 136 Riddiford Street; November 2014 round • \$5,000 towards seismic engineering design for 306 Oriental Parade; November 2014 round.

BHIF Outcome	The grant will: <ul style="list-style-type: none">• Endorse Council recognition of a potential hazard to the community and support the building's use as a community hall and Civil Defence building;• Acknowledge the additional costs associated maintaining heritage buildings.
Additional BHIF condition(s)	Release of funds is subject to: <ul style="list-style-type: none">• Relevant drawings and reports to be submitted to WCC

Project 7	16 Salisbury Garden Court, Wadestown
Applicant	Mark Gyopari
Project	Exterior restoration and re-painting
Total project cost	\$19,837
Amount requested	\$9,837
Amount eligible for funding	None (works completed)
Recommended Grant ex GST if applicable	Decline (works completed)
 <p>Building Information</p> <ul style="list-style-type: none"> • Part of Salisbury Garden Court listed Heritage Area (Map 15/18, Symbol 24) • Salisbury Garden Court has very great historical significance as a highly experimental and radical Depression era housing development. Based on American examples seen by its devisers Herbert and Kate Pillar, the housing scheme ushered in a unique (for the time) concept of communal living in New Zealand and despite the many changes that have occurred over the years the sense of community is still strongly evident. • The Court consists of 16 bungalow style cottages constructed around a central tennis court, the remains of which still provide a focus for the community today. The houses have a plain but attractive appearance enhanced by their bush setting. The shared access, unity and closeness of the houses, the setting and the central court create a unique village atmosphere which, as 'genius loci', has both architectural and rarity value. 	
The Issue	The building requires extensive repairs and maintenance including re-painting of the full façade. The owner is seeking assistance to fund this work.
Review of Proposal	The works have been completed and are therefore ineligible for funding.

Project 8	639 Ohariu Valley Road (Holy Trinity Church, Ohariu)
Applicant	Alan Davison (Parish of St John, Johnsonville)
Project	Repiling, roof repair, painting interior and exterior, plumbing and electrical works
Total project cost	\$81,950
Amount requested	\$20,000
Amount eligible for funding	\$20,000
Recommended Grant ex GST if applicable	\$20,000
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2;"> <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: Individually Listed Building; Map 25, Symbol 233 • Holy Trinity Church is a good representative example of the many small, rural church buildings that were constructed throughout New Zealand in the mid to late 19th century. The building is notable for its simple symmetrical design that incorporates Gothic elements such as the lancet windows and exposed timber roof trusses in the nave. • The Holy Trinity Church has historic value as the oldest Anglican Church still in regular use for church services in the Wellington Region. • Holy Trinity Church is an enduring landmark on the Ohariu Valley Road and makes a strong contribution to the sense of place and continuity of the rural settlement of Ohariu Valley. Many local families have long-term and ongoing ties to the church, and the building is cared for and maintained by the efforts and goodwill of the local community. </div> </div>	
The Issue	The church is seeking assistance to undertake essential repairs and maintenance works.
Review of Proposal	<p>The project is supported from a heritage perspective given that the work is essential maintenance to a significant church in a uniquely rural part of Wellington. It is noted this work is in line with the Conservation Plan for the building and any allocation will be conditional on WCC Heritage Team on site approval.</p> <p>The proposed work fits other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • \$15,000 towards repair and reinstatement of working spouting and downpipes for 332 Tinakori Road; August 2012 round. • \$30,000 towards structural improvement and restoration of Nott House, Glenside; November 2013

BHIF Outcome	The grant will: <ul style="list-style-type: none">• Acknowledge and protect the heritage values of this individually listed building.• Acknowledge the additional costs associated maintaining a heritage building
Additional BHIF condition(s)	Release of funds is subject to: <ul style="list-style-type: none">• Relevant drawings and reports to be submitted to WCC• 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.

Built Heritage Incentive Fund

Proposed Eligibility Criteria and Assessment Guidelines

On the assumption the Long-term Plan proposal for \$1 million for the Built heritage Incentive Fund (BHIF) is approved, officers will manage the fund by splitting the fund into two pools:

1. restore and conserve
2. seismic strengthening

Applicants will apply to the fund as before. Officers will categorise the work into a pool and ensure that recommended allocations respect each pool's annual capacity. One building, object, or part of a building or object will not receive more than \$100,000 annually.

Restore and conserve – \$200,000 annually

This pool will help heritage building owners plan physical restoration, maintenance or conservation works, building consent fees for these works, or conservation plans. It excludes conservation architect input for seismic work.

Seismic strengthening – \$800,000 annually

This pool is for seismic strengthening construction works, detailed seismic assessment, preliminary seismic design, detailed construction drawings, geotechnical reports or any other report that assists with seismic strengthening. This pool will also assist with conservation architect fees to seismic strengthening projects. The BHIF as always assists with maintaining the heritage component; not extra development or fit outs.

Regardless of the result of the Long-term Plan proposal, we recommend the following eligibility criteria, assessment and allocation guidelines are agreed to for the future management of the BHIF.

Proposed eligibility criteria

Criteria 1 to 4 must be met or the application will not be accepted. If any of criteria 5 to 7 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 works applied for have not started prior to the Council Committee decision on the application.
4. 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.
5. 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.
6. 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.
7. 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.

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 to get advice about how best to approach your project or application.

Our three primary assessment principles are:

1. 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 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 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.

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 building¹ and the degree to which this significance will be enhance or negatively impacted by the works
- The building being 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 building² and how the works will benefit or negatively impact this
- The building being on the [Heritage New Zealand list](#)
- If the building is on the [WCC Earthquake-prone building list](#)
- The building being in one of the following focus heritage areas³: Cuba Street, Courtenay Place or Newtown shopping centre heritage area.

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

² The Council has assessed all heritage buildings and a heritage inventory report is available from the Heritage Team.

- 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 expiry date of a s124 Notice under the Building Act 2004
- 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.

³ 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.

VERANDAHS BYLAW - STATEMENT OF PROPOSAL

Purpose

1. This report recommends that the Committee approve the Statement of Proposal presenting the draft verandahs bylaw.

Summary

2. The Council is proposing a new bylaw requiring building owners to repair and maintain their verandahs to a reasonable standard. The bylaw will improve public safety and contribute to the city's resilience.
3. The Council has surveyed verandahs in the Central Business District and suburban centres. Of the 900 (approx.) verandahs across the city, 225 require some form of repair with 15-20% of those verandahs requiring immediate action to be restored to a reasonable and safe standard.
4. A bylaw would set a clear regulatory framework for the Council to operate within and would be transparent for building owners. It would enable the Council to require building owners to repair or maintain their verandahs and if necessary provide the Council with coercive powers to ensure the verandahs are maintained appropriately.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that the draft bylaw as set out in the Statement of Proposal (Attachment 1 of the officers report) undergo public consultation in accordance with section 86 of the Local Government Act 2002.
3. Agree to adopt the Statement of Proposal (Attachment 1 of the officers report), and initiate the special consultative procedure under section 83 of the Local Government Act 2002.

Background

5. The Wellington City District Plan requires buildings to have verandahs along the main strategic routes within the Central Business District (CBD) and suburban centres.
6. Prior to 1991 the Council had a Building Bylaw which provided the Council with powers to regulate these verandahs. However, with the introduction of the Building Act 1991, the bylaw was superseded. The Building Act made it difficult and less clear to apply the requirements of the code to building work that fell outside the boundaries of the site, and particularly, to defective or poorly maintained verandahs.
7. The Building Act 1991 was then superseded by the Building Act 2004 which now only provides clear powers to the Council when a verandah is considered to be dangerous. It provides no ability for the Council to require verandahs to be maintained to an acceptable standard (i.e. to prevent verandahs becoming dangerous in the first place).
8. Therefore, the Council has identified a regulation gap in the maintenance and repair of verandahs across the city.

Current State of Wellington Verandahs

9. The Council has undertaken an audit of the condition of verandahs in the CBD and suburban centres. The purpose of this audit was to identify verandahs in poor condition or that otherwise present a hazard to the public.
10. Of the 900 (approx.) verandahs across the city, 225 require some form of repair with 15-20% of those verandahs requiring immediate action to restore to a reasonable and safe standard.
11. The majority of defective verandahs are within the CBD, which poses a particular risk to inner city residents and to members of the public due to the density of people within the area.
12. Defective verandahs by suburb:

Suburb	Number
Aro Valley	5
Berhampore	8
Brooklyn	7
CBD	111
Hataitai	4
Island Bay	4
Johnsonville	7
Karori	7
Kelburn	3
Khandallah	2
Kilbirnie	3
Linden	1
Lyall Bay	2
Miramar	8
Mornington	1
Mt Victoria	3
Newlands	3
Newtown	20
Ngaio	4
Seatoun	1
Strathmore	4
Tawa	10
Thorndon	5
Vogeltown	1
Total	225

13. The Transport and Urban Development Committee agreed to the introduction of a bylaw and a statement of proposal be presented for Committee approval at the 16 April Committee meeting. (For further information of that decision refer to the meeting on Council's website: <http://wellington.govt.nz/your-council/meetings/committees/transport-and-urban-development/2015/03/12> .)

14. It is important to note that as a first step Council officers will write to building owners requesting that they repair their verandahs to a reasonable standard before invoking the verandahs bylaw.
15. The Statement of Proposal is attached as Attachment 1.

Next Actions

16. The timeline for the process is:

Dates	Activity
16 April 2015	Transport and Urban Development considers this statement of proposal and decides whether to send this proposal out for external consultation.
8 May 2015 - 10 June 2015	Consultation period.
25 June 2015	Transport and Urban Development Committee hears oral submissions.
5 August 2015	Transport and Urban Development Committee considers the report on all written and oral submissions and decides whether to adopt the proposed bylaw.
26 August 2015	Council considers whether to adopt the proposed bylaw.
1 September 2015	Bylaw comes into force.

Attachments

Attachment 1.	Statement of Proposal
Attachment 2.	Draft Bylaw

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Page 102

Author	Sophie Rapson, Policy Advisor
Authoriser	Gunther Wild, Manager Policy and Reporting

SUPPORTING INFORMATION

Consultation and Engagement

The special consultative procedure will be used as statutorily required under the Local Government Act 2002 when introducing a new bylaw.

Treaty of Waitangi considerations

N/A.

Financial implications

The proposed draft bylaw will operate within existing budgets.

Policy and legislative implications

Policy and legislative implications have been considered in the report presented to the Transport and Urban Development Committee on 12 March 2015.

Risks / legal

Risks and legal implications have been considered in the report presented to the Transport and Urban Development Committee on 12 March 2015.

Climate Change impact and considerations

N/A.

Communications Plan

A marketing and communications plan has been developed by the Building Resilience, Policy and Marketing and Communications teams.

Statement of Proposal

To introduce Part 10: Structures in Public Places – Verandahs in the Wellington City Council Consolidated Bylaw 2008

Summary of Information

The Council is authorised under the Local Government Act 2002 (LGA) to make bylaws for protecting the public from nuisance; protecting, promoting, and maintaining public health and safety; and minimising the potential for offensive behaviour in public places.

The Council is proposing to introduce a new bylaw requiring building owners to repair and maintain their verandahs to a reasonable standard. This will improve public safety and contribute to the City's resilience.

The Council has surveyed the City's verandahs and established that a number require immediate action to be restored to a reasonable and safe standard.

The mechanism that has been proposed to ensure that work is carried out by building owners is a new Part 10 Structures in Public Places – Verandahs.

The key elements of the proposed bylaw are:

- A process to construct or alter a verandah.
- Requirements for building owners to maintain and repair existing verandahs.
- An official notice process for the Council to issue notices to building owners for defective verandahs.
- Provisions for authorising Council action to undergo cleaning, alteration or removal of verandahs.

The bylaw is intended only to affect verandahs over public places not those that are within private property boundaries.

Have your say

The Council is keen to know what residents, ratepayers and stakeholders think about the new bylaw.

Please make a submission online at Wellington.govt.nz, email your submission to policy.submission@wellington.govt.nz or complete the attached submission form and send it to Verandahs Bylaw, Freepost, Wellington City Council, PO Box 2199, Wellington.

You can get more copies online at Wellington.govt.nz, the City Service Centre, libraries, by emailing policy.submission@wellington.govt.nz or phoning 499 4444.

If you wish to make an oral submission to Councillors, please indicate this on the submission form and ensure that you have included your contact details. We will contact you to arrange

a time for you to speak. Submissions will be heard by the Transport and Urban Development Committee in June 2015.

Written submissions open on 8 May 2015 and close at 5pm on 10 June 2015.

1. Introduction and reasons for statement of proposal

This statement of proposal relates to introducing Part 10: Structures in Public Places – Verandahs of the Consolidated Bylaw (the bylaw).

Council has identified a resilience concern in verandahs across the city and propose a clear and appropriate mechanism to manage the maintenance and repair of verandahs.

The key elements of the proposed bylaw are:

- A process to construct or alter a verandah.
- Requirements for building owners to maintain and repair existing verandahs.
- An official notice process for the Council to issue notices to building owners for defective verandahs.
- Provisions for authorising Council action to undergo cleaning, alteration or removal of verandahs.

The bylaw is intended only to affect verandahs over public places not those that are within private property boundaries.

This document contains:

- background information;
- bylaw making process;
- process and proposed timeline; and
- the proposed draft bylaw.

2. Have your say

The Council is keen to know what residents, ratepayers and stakeholders think about the new bylaw.

Please make a submission online at Wellington.govt.nz, email your submission to policy.submission@wellington.govt.nz or complete the attached submission form and send it to Verandahs Bylaw, Freepost, Wellington City Council, PO Box 2199, Wellington.

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If you wish to make an oral submission to Councillors, please indicate this on the submission form and ensure that you have included your contact details. We will contact you to arrange

a time for you to speak. Submissions will be heard by the Transport and Urban Development Committee in June 2015.

Written submissions open on 8 May 2015 and close at 5pm on 10 June 2015.

3. Background

The Wellington City District Plan requires buildings to have verandahs along the main strategic routes within the Central Business District (CBD) and suburban centres.

Prior to 1991 Council had a Building Bylaw which provided Council with powers to regulate these verandahs. But with the introduction of the Building Act 1991, the bylaw was superseded. The Building Act made it difficult and less clear to apply the requirements of the code to building work that fell outside the boundaries of the site, particularly, to defective or poorly maintained verandahs.

The Building Act 1991 was then superseded by the Building Act 2004 which now only provides clear powers to the Council when a verandah is considered to be dangerous. It provides no ability for the Council to require verandahs to be maintained to an acceptable standard (i.e. to prevent verandahs becoming dangerous in the first place).

Therefore, Council has identified a regulation gap in the maintenance and repair of verandahs across the city.

Current State of Wellington Verandahs

Of the 900 (approx.) verandahs across the city, 225 require some form of repair with 15-20% of those verandahs requiring immediate action to restore to a reasonable and safe standard.

The majority of defective verandahs are within the CBD, which poses a particular risk to inner city residents and to members of the public due to the density of people within the area.

Defective verandahs by suburb

Suburb	Number
Aro Valley	5
Berhampore	8
Brooklyn	7
CBD	111
Hataitai	4
Island Bay	4
Johnsonville	7
Karori	7
Kelburn	3
Khandallah	2
Kilbirnie	3
Linden	1
Lyll Bay	2
Miramar	8
Mornington	1

Mt Victoria	3
Newlands	3
Newtown	20
Ngaio	4
Seatoun	1
Strathmore	4
Tawa	10
Thorndon	5
Vogeltown	1
Total	225

The Transport and Urban Development Committee agreed to the introduction of a bylaw and a statement of proposal be presented for Committee approval at the 16 April Committee meeting. (For further information of that decision refer to the meeting on Council's website: <http://wellington.govt.nz/your-council/meetings/committees/transport-and-urban-development/2015/03/12> .)

4. Bylaw making process

Bylaws are rules made by local authorities to respond to particular issues within their district in a way that is appropriate for their particular community.

Local authorities get their bylaw making powers from legislation, namely the Local Government Act 2002 (LGA).

The Council is authorised under the LGA to make bylaws for protecting the public from nuisance; protecting, promoting, and maintaining public health and safety; and minimising the potential for offensive behaviour in public places.

a. Local Government Act 2002 requirements

The LGA sets out the procedural requirements for making or amending a bylaw. The LGA states what issues can be controlled through a bylaw and the process that the Council must follow to make a bylaw.

Firstly, when making a bylaw a local authority must consider whether a bylaw is the most appropriate way of addressing the perceived problem and whether the proposed form of the bylaw is appropriate. In addition, the local authority must consider whether the proposed bylaw gives rise to implications under the New Zealand Bill of Rights Act 1990; a bylaw must be consistent with the Bill of Rights.

Secondly, the local authority must consult community through the special consultative procedure when making, amending or reviewing a bylaw.

Finally, after deciding to adopt the bylaw, the local authority must give public notice of when the bylaw comes into operation.

Once the bylaw is operative, the LGA requires ongoing review of the bylaw.

b. What is the perceived problem?

The Council's Building Resilience Team surveyed verandahs in the CBD and suburban centres. The survey identified out of the 900 (approx.) verandahs across the city, 225 require some form of repair with 15-20% requiring immediate action to be restored to a reasonable and safe standard.

Currently the Council manages verandahs through these mechanisms:

1. The Local Government Act 1974 which provides the Council with ownership of the airspace above the road that verandahs occupy.
2. Clauses found in individual airspace licence agreements.
3. Conditions that may exist in a resource consent issued in relation to the building.
4. Provisions in the Building Act 2004 that allow the Council to issue dangerous building notices.

The difficulty of the above approach is that not all of the powers available will be applicable to each individual verandah. The Council has a difficult and laborious task of having to investigate each verandah, and then require work to be done by invoking the powers that apply in that particular situation.

Applying the above powers is also ambiguous and unclear, making it difficult to require building owners to repair and maintain their verandahs. Not addressing defective verandahs poses a public safety risk and potential legal risk for Council. It also does not contribute to the city's resilience.

Council officers recommend the most appropriate solution to address this gap in the regulatory framework is to introduce a new bylaw.

c. Is a bylaw the most appropriate way to address the problem?

Other options that were considered alongside a bylaw include:

1. *Do nothing.* Council continues with the mixture of powers it currently has available and addresses verandah maintenance as it arises. The disadvantage of this option is that it leaves Council and property owners with an ambiguous and unclear regulatory framework to manage the state of verandahs. It also leaves Council open to possible legal risk.
2. *Work with building owners voluntarily to address the repair and maintenance of their verandahs.* This option would incur some cost and its success would depend on whether building owners would respond positively and are willing to do the required work. History shows where we have worked with building owners, for example, on earthquake-prone buildings, there are always building owners that will not carry out the work required.
3. *Council pays for all the repairs and maintenance of existing verandahs.* This option would incur significant and ongoing costs to the Council. While it is likely to address many defective verandahs throughout the city, Council would still need owner's permission to do this work so some may not be addressed promptly.

Council officers concluded that a new bylaw would be the most appropriate option to resolve the problem.

A bylaw would set a clear regulatory framework for Council to operate within and would be transparent for building owners. It would enable Council to require building owners to repair and maintain their verandahs.

A bylaw would allow Council to deal with verandahs in a universal manner, rather than referring to the circumstances of each verandah. The Council would be able to communicate with building owners on a consistent basis with reference to the bylaw and policy, rather than having to refer to the circumstances and powers relevant to each individual verandah.

The other options considered would not adequately improve the state of verandahs across the city, within reasonable timeframes and existing budgets as the bylaw would.

It is important to note that as a first step Council officers will write to building owners requesting that they repair their verandahs to a reasonable standard before invoking the verandahs bylaw.

d. Most appropriate form of bylaw

It's possible that other structures in public places will need to be covered by this bylaw in the future. Therefore, the proposed bylaw will be a new Part 10: Structures in Public Places – Verandahs in the Wellington Consolidated Bylaw 2008. If any new structure needs to be covered by this bylaw it can be added to the new Part 10. This is a more flexible approach and form of bylaw, as opposed to amending the current Part 5 Public Places or creating a new standalone bylaw.

The proposed bylaw is also clear and concise, which will be helpful to building owners and enable consistent application for Council.

e. Bill of Rights Act 1990 implications

Section 155(3) of the LGA expressly requires that bylaws are consistent with the Bill of Rights Act 1990 (BORA). In addition, section 155(2)(b) of the LGA requires local authorities to assess any BORA implications before making a bylaw.

Put simply, the local authority must consider whether the bylaw breaches a right or freedom and, if so, whether this breach can be justified as a reasonable limit on that right or freedom under section 5 of BORA. Only those reasonable limits “demonstrably justified in a free and democratic society” are permissible.

The fundamental objective of this bylaw is public safety. The bylaw requires building owners to maintain and repair their verandahs to avoid the structures becoming dangerous to members of the public. The bylaw will increase city resilience not just in terms of earthquake resilience, but other natural events, particularly with Wellington's climate. This is particularly important in the CBD where a large number of defective verandahs are located.

Although, bylaws are one of the most powerful forms of local government regulation; in light of the benefits of improved public safety and increasing city resilience the limitations that the bylaw imposes are justifiable and indeed necessary.

The bylaw does not go beyond what is required to achieve the objective and adheres to LGA requirements of making a bylaw, and does not impinge on current rights and freedoms laid out in BORA.

5. Process and proposed timeline

The proposed bylaw has been developed through internal consultation with Council officers from the Building Resilience, Policy, Building Consents and Licensing and District Plan teams.

External consultation will be done under the special consultative procedure required under section 86 of the LGA.

The timeline for the process is:

Dates	Activity
16 April 2015	Transport and Urban Development considers this statement of proposal and decides whether to send this proposal out for external consultation.
8 May 2015 - 10 June 2015	Consultation period.
25 June 2015	Transport and Urban Development Committee hears oral submissions.
5 August 2015	Transport and Urban Development Committee considers the report on all written and oral submissions and decides whether to adopt the proposed bylaw.
26 August 2015	Council considers whether to adopt the proposed bylaw.
1 September 2015	Bylaw comes into force.

6. Appendices

1. Draft Part 10: Structures in Public Places – Verandahs of the Wellington City Council Consolidated Bylaw 2008.

Draft Wellington City Council Consolidated Bylaw 2008 Part 10: Structures in Public Places

1. Definitions

Good repair includes the absence of: visible rust; holed, rotted or otherwise damaged materials or elements; loose, visible or exposed electrical wires; and/or projections or other features that pose a danger to persons using a public place.

Verandah a roofed space extending from a building and includes any structure, assembly, machinery or equipment erected on, or attached to the side or underside of, a verandah.

2. Verandahs

2.1 Written approval required

2.1.1 No person may:

- (a) construct a new verandah over a public place; or
- (b) enlarge, extend, or add to an existing verandah over a public place;

without prior written approval of the Council.

2.2 Maintenance and repair of verandahs

2.2.1 Any verandah constructed over a public place shall be maintained in a clean and weatherproof condition and in a state of good repair.

2.2.2 If the Council considers that a verandah constructed over a public place is not in a clean or waterproof condition or a state of good repair, the Council may serve a written notice on the owner of the building to which the verandah is attached, requiring the owner to clean, repair, or alter the verandah so that it complies with this Bylaw.

2.2.3 If the Council considers that the alteration of a verandah constructed over a public place is necessary to enable or accommodate the safe conduct of another activity in the public place, the Council may serve a written notice on the owner of the building to which the verandah is attached, requiring the owner to alter the verandah in the manner, or to the extent, stated in the notice.

2.2.4 Any action required by a notice served on an owner under clause 2.2.2 or clause 2.2.3 must be carried out by the date stated in the notice.

2.2.5 If an owner fails to carry out any action required by a notice served under clause 2.2.2 or clause 2.2.3 by the date stated in the notice, the Council may authorise the cleaning, alteration or removal of the verandah in accordance with Part 1, clauses 1.10.1 to 1.10.3 of this Bylaw.

2.2.6 No person shall stand on or otherwise occupy any verandah constructed over a public place, except for the purpose of inspection, cleaning, maintenance, repair, alteration, emergency egress, or carrying out work in accordance with this Bylaw.

2.3 Clarifying Provisions

2.3.1 For the avoidance of doubt, clauses 2.2.1 to 2.2.6:

- (a)** are additional to the provisions of any encroachment licence or encroachment lease granted by the Council under this Bylaw or the Local Government Act 1974;
- (b)** are additional to any other provisions of this Bylaw, any enactment, or any Council policy relating to or affecting a verandah over a public place;
- (c)** do not relieve any person of any duty or responsibility arising under any other provisions of this Bylaw, any enactment, or any Council policy relating to or affecting a verandah over a public place; and
- (d)** do not limit the Council's decision-making or enforcement powers under any other provisions of this Bylaw, any enactment, or any Council policy.

TRAFFIC RESOLUTIONS

Purpose

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

Summary

2. The proposed resolutions were advertised on 24 February 2015, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the 'Background and Discussion' of this report and, where appropriate, officers' responses have been included.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a) No stopping, at all times – **Kaiwharawhara Road, Kaiwharawhara (TR02-15)**

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

Column One	Column Two	Column Three
<i>Kaiwharawhara Road</i>	<i>No stopping, at all times</i>	<i>West side, commencing 43.5 metres north of its intersection with Hutt Road (Grid coordinates x= 1,749,909.8 m, y= 5,430,820.5m), and extending in a northerly direction following the western kerb line for 7.5 metres.</i>

- b) No stopping, at all times – **Cranwell Street, Churton Park (TR04-15)**

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

Column One	Column Two	Column Three
<i>Cranwell Street</i>	<i>No stopping, at all times</i>	<i>North side, commencing 388 metres north of its intersection with Churton</i>

*Drive
(Grid coordinates
x= 1,751,529.1,
y=5,436,191.7m), and
extending in an easterly
direction following the turning
circle kerb line for 32 metres.*

- c) No stopping, at all times – **Cameron Street, Kaiwharawhara (TR05-15)**

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

Column One	Column Two	Column Three
Cameron Street	<i>No stopping, at all times</i>	<i>North side, commencing 249.5 metres north of its intersection with Marsh Way (Grid coordinates x= 1,750,021.7, y=5,431,062.2m), and extending in an easterly direction following the turning circle kerb line for 49.5 metres.</i>

- d) Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times – **Cable Street, Chaffers Street, Ebor Street, Ghuznee Street, Vivian Street, Waring Taylor Street, Willis Street – Wellington Central / Te Aro (TR08-15)**

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

Column One	Column Two	Column Three
Cable Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, following the kerbline 37.5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749241.8 m, y= 5427351.0 m), and extending in a south-easterly direction for 26 metres. (5 parallel carparks)</i>
Cable Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday</i>	<i>Southwest side, following the kerbline 79.5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749241.8 m,</i>

		and Sunday 8:00am - 6:00pm.	y= 5427351.0 m), and extending in a south-easterly direction for 23 metres. (4 parallel carparks)
Chaffers Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 34.5 metres north of its intersection with Wakefield Street (Grid coordinates x= 1749313.2 m, y= 5427230.7 m), and extending in a northerly direction following the kerbline for 15.5 metres. (3 parallel carparks)	
Chaffers Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 58 metres north of its intersection with Wakefield Street (Grid coordinates x= 1749313.2 m, y= 5427230.7 m), and extending in a northerly direction following the kerbline for 10.5 metres. (2 parallel carparks)	
Ghuznee Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 120 metres east of its intersection with Victoria Street (Grid coordinates x= 1748544.8 m, y= 5427232.4 m), and extending in an easterly direction following the kerbline for 12.5 metres.	
Taranaki Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 34 metres north of its intersection with Lukes Lane (Grid coordinates x= 1748963.2 m, y= 5427267.1 m), and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)	
Vivian Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 77.5 metres east of its intersection with Tory Street (Grid coordinates x= 1749002.1 m, y= 5427004.0 m), and extending in an easterly direction following the kerbline for 48.5 metres.	

Waring Taylor Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 28 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748856.0 m, y= 5428381.0 m), and extending in a north-westerly direction for 16.5 metres. (1 parallel & 4 angle carparks)</i>
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 23.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658328.066759 m, Y=5988660.355943 m) and extending in a northerly direction following the kerbline for 8 metres. (1 parallel carpark)</i>
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 41.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658328.066759 m, Y=5988660.355943 m) and extending in a northerly direction following the kerbline for 17.5 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Cable Street	<i>No stopping, at all times</i>	<i>Southwest side, following the kerbline 63.5 metres southeast of its intersection with Tory Street (Grid Coordinates X=2659263.7 m, Y=5989063.2 m) and extending in a south-easterly direction for 16 metres.</i>
Chaffers Street	<i>No stopping, at all times</i>	<i>West side, commencing 50 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.162715 m,</i>

		<i>Y=5988942.81972 m) and extending in a northerly direction following the kerbline for 8 metres.</i>
Chaffers Street	<i>No stopping, at all times</i>	<i>West side, commencing 68.5 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.162715 m, Y=5988942.81972 m) and extending in a northerly direction following the kerbline for 6 metres.</i>
Ebor Street	<i>No stopping, at all times</i>	<i>Northeast side, commencing from its intersection with Tory Street (Grid Coordinates X=2659066.840353 m, Y=5988659.159565 m) and extending in a north-westerly direction following the kerbline for 55.5 metres.</i>
Ghuznee Street	<i>No stopping, at all times</i>	<i>North side, commencing 132.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658566.736679 m, Y=5988944.463751 m) and extending in an easterly direction following the kerbline for 10.5 metres.</i>
Taranaki Street	<i>No stopping, at all times</i>	<i>West side, commencing 18 metres north of its intersection with Lukes Lane (Grid Coordinates X=2658985.058862 m, Y=5988979.205634 m) and extending in a northerly direction following the kerbline for 16 metres.</i>
Vivian Street	<i>No stopping, at all times</i>	<i>North side, commencing 61 metres east of its intersection with Tory Street (Grid Coordinates X=2659024.130379 m, Y=5988540.574853 m) and extending in an easterly direction following the</i>

		<i>kerbline for 16.5 metres.</i>
Waring Taylor Street	<i>No stopping, at all times</i>	<i>Northeast side, following the kerbline 17.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658877.764355 m, Y=5990093.248938 m) and extending in a north-westerly direction for 10.5 metres.</i>
Willis Street	<i>No stopping, at all times</i>	<i>East side, commencing 31.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658328.066759 m, Y=5988660.355943 m) and extending in a northerly direction following the kerbline for 10 metres.</i>

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

Column One	Column Two	Column Three
Cable Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, following the kerbline 38.5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749241.8 m, y= 5427351.0 m), and extending in a south-easterly direction for 23 metres. (4 parallel carparks)</i>
Cable Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, following the kerbline 73.5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749241.8 m, y= 5427351.0 m), and extending in a south-easterly direction for 29 metres. (5 parallel carparks)</i>
Chaffers Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday</i>	<i>West side, commencing 48.5 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.2 m,</i>

		<i>and Sunday 8:00am - 6:00pm.</i>	<i>Y=5988942.8 m) and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)</i>
Ebor Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>		<i>Northeast side, commencing 17 metres from its intersection with Tory Street (Grid Coordinates X=2659066.840353 m, Y=5988659.159565 m) and extending in a north-westerly direction following the kerbline for 11 metres (2 parallel car parks).</i>
Ghuznee Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>		<i>North side, commencing 120 metres east of its intersection with Victoria Street (Grid coordinates x= 1748544.8 m, y= 5427232.4 m), and extending in an easterly direction following the kerbline for 19 metres.</i>
Taranaki Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>		<i>West side, commencing 32 metres north of its intersection with Lukes Lane (Grid coordinates x= 1748963.2 m, y= 5427267.1 m), and extending in a northerly direction following the kerbline for 17 metres. (3 parallel carparks)</i>
Vivian Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>		<i>North side, commencing 77.5 metres east of its intersection with Tory Street (Grid coordinates x= 1749002.1 m, y= 5427004.0 m), and extending in an easterly direction following the kerbline for 54.5 metres.</i>
Waring Taylor Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am -</i>		<i>Northeast side, following the kerbline 27 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748856.0 m, y= 5428381.0 m), and extending in a north-westerly</i>

	6:00pm.	<i>direction for 17.5 metres. (6 angle carparks)</i>
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 23.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658328.066759 m, Y=5988660.355943 m) and extending in a northerly direction following the kerbline for 35.5 metres. (6 parallel carparks)</i>

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

Column One	Column Two	Column Three
Cable Street	<i>No stopping, at all times</i>	<i>Southwest side, following the kerbline 61.5 metres southeast of its intersection with Tory Street (Grid Coordinates X=2659263.7 m, Y=5989063.2 m) and extending in a south-easterly direction for 12 metres.</i>
Chaffers Street	<i>No stopping, at all times</i>	<i>West side, commencing 24 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.12 m, Y=5988942.8m) and extending in a northerly direction following the kerbline for 24.5 metres.</i>
Chaffers Street	<i>No stopping, at all times</i>	<i>West side, commencing 71.5 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.2 m, Y=5988942.8 m) and extending in a northerly direction following the kerbline for 3 metres.</i>
Ebor Street	<i>No stopping, at all times</i>	<i>Northeast side, commencing 28 metres from its intersection with Tory Street</i>

		(Grid Coordinates X=2659066.840353 m, Y=5988659.159565 m) and extending in a north-westerly direction following the kerbline for 27.5 metres.
Ghuznee Street	No stopping, at all times	North side, commencing 139 metres east of its intersection with Victoria Street (Grid Coordinates X=2658566.736679 m, Y=5988944.463751 m) and extending in an easterly direction following the kerbline for 4 metres.
Taranaki Street	No stopping, at all times	West side, commencing 18 metres north of its intersection with Lukes Lane (Grid Coordinates X=2658985.058862 m, Y=5988979.205634 m) and extending in a northerly direction following the kerbline for 14 metres.
Vivian Street	No stopping, at all times	North side, commencing 61 metres east of its intersection with Tory Street (Grid Coordinates X=2659024.130379 m, Y=5988540.574853 m) and extending in an easterly direction following the kerbline for 10.5 metres.
Waring Taylor Street	No stopping, at all times	Northeast side, following the kerbline 17.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658877.764355 m, Y=5990093.248938 m) and extending in a north-westerly direction for 9.5 metres.
e)	No stopping, at all times – Alexandra Road – Hataitai (TR09-15)	
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule	

Column One	Column Two	Column Three
Alexandra Road	<i>No stopping, at all times.</i>	<i>West side, commencing from southern kerbside of SPCA parking area (Grid Coordinates: X=1749674.7m, Y=5425625.3m) and extending in a south-westerly direction following the western side of edge line for 28 metres.</i>
Alexandra Road	<i>No stopping, at all times.</i>	<i>West side, commencing from northern kerbside of SPCA parking area (Grid Coordinates: X=1749680m, Y=5425631.3m) and extending in a north-easterly direction following the western side of edge line for 36 metres.</i>
Alexandra Road	<i>No stopping, at all times.</i>	<i>East side, commencing opposite to SPCA parking area (Grid Coordinates: X=1749675.8m, Y=5425602m) and extending in a north-easterly direction following the eastern side of edge line for 53 metres.</i>
Alexandra Road	<i>No stopping, at all times.</i>	<i>West side, commencing from pedestrian/cyclist crossing point (Grid Coordinates: X=1749773m, Y=5426084.5m) and extending in a north-easterly direction for 4 metres.</i>
Alexandra Road	<i>No stopping, at all times.</i>	<i>East side, commencing from pedestrian/cyclist crossing point (Grid Coordinates: X=1749800m, Y=5426088.8m) and extending in a south-westerly direction for 16.5 metres.</i>

- f) Remove existing Mobility Parking (No Stopping Except for Vehicles Displaying an Operation Mobility Card) – **Yule Street – Kilbirnie (TR12-15)**

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

Column One	Column Two	Column Three
Yule Street	<i>Mobility parking(No Stopping Except for Vehicles Displaying an Operation Mobility Card)</i>	<i>West side, commencing 54 metres south of its intersection with Rongotai Road and extending in a southerly direction following the western kerbline for 5 metres.</i>

- g) No stopping, at all times – **Volga Street – Kilbirnie (TR14-15)**

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

Column One	Column Two	Column Three
Volga Street	<i>No stopping, at all times.</i>	<i>East side, commencing 60 metres north of its intersection with Hudson Street and extending in a southerly direction following the eastern kerb line for 6 metres.</i>

- h) No stopping, at all times – **Miramar North Road – Miramar (TR15-15)**

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

Column One	Column Two	Column Three
Miramar North Road	<i>No stopping, at all times.</i>	<i>West side, commencing 15 metres north of its intersection with Park Road and extending in a northerly direction following the western kerbline for 10 metres.</i>

- i) Metered mobility parks P120 maximum – **Ballance Street – Lambton (TR17-15)**

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

Column One	Column Two	Column Three
Ballance Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am-</i>	<i>Northeast side, following the kerbline 28 metres east of its intersection with Featherston</i>

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

Street (Grid coordinates
x=1748892.6m,
y=5428436.3m), and
extending in a south-easterly
direction for 20 metres. (9
angle parks)

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

Column One	Column Two	Column Three
Ballance Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm.	Northeast side, following the kerbline 28 metres east of its intersection with Featherston Street (Grid coordinates x=1748892.6m, y=5428436.3m), and extending in a south-easterly direction for 12 metres. (6 angle parks)

j) Metered mobility parks P120 maximum – **Blair Street – Te Aro (TR18-15)**

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

Column One	Column Two	Column Three
Blair Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	West side, following the kerbline 85 metres north of its intersection with Courtenay Place (Grid coordinates x=1749274.2m, y=5427096.3,) and extending in a northerly direction for 37.5 metres. (14 angle parks)

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

Column One	Column Two	Column Three
Blair Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	West side, following the kerbline 85 metres north of its intersection with Courtenay Place (Grid coordinates x=1749274.2m, y=5427096.3,) and extending in a northerly direction for 34 metres. (13 angle parks)

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

Column One	Column Two	Column Three
Blair Street	<i>Metered mobility parking – displaying an operation mobility permit only, at all times, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm</i>	<i>West side, following the kerbline 119 metres north of its intersection with Courtenay Place (Grid coordinates x=1749274.2m, y=5427096.3,) and extending in a northerly direction for 3.5 metres.(1 angle mobility park)</i>

k) **Metered mobility parks P120 maximum – Courtenay Place – Te Aro (TR19-15)**

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

Column One	Column Two	Column Three
Courtenay Place	<i>Metered parking, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm</i>	<i>Southwest side, following the kerbline 164 metres southeast of its intersection with Tory (Grid coordinates x=1749136.8 m, y=5427129.6 m), and extending in a south-easterly direction for 24.5metres. (4 parallel car parks).</i>

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

Column One	Column Two	Column Three
Courtenay Place	<i>Metered parking, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm</i>	<i>Southwest side, following the kerbline 164 metres southeast of its intersection with Tory (Grid coordinates x=1749136.8 m, y=5427129.6 m), and extending in a south-easterly direction for 17 metres. (3 parallel car parks).</i>

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

Column One	Column Two	Column Three
Courtenay Place	<i>Metered mobility parking – displaying an operation mobility</i>	<i>Southwest side, following the kerbline 181 metres southeast of its intersection</i>

permit only, at all times, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm

with Tory (Grid coordinates x=1749136.8 m, y=5427129.6 m), and extending in a south-easterly direction for 7.0 metres. (1 parallel mobility car park).

- l) Remove mobility parking.– **Garden Road – Northland (TR20-15)**

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

Column One	Column Two	Column Three
Garden Road	<i>No stopping, except for vehicles displaying an operation mobility card.</i>	<i>East side, commencing 65 metres south of its intersection with Bank Road and extending in a southerly direction following the northern kerb line for 7 metres.</i>

- m) No stopping, at all times – **Onepu Road – Kilbirnie (TR21-15)**

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

Column One	Column Two	Column Three
Onepu Road	<i>No stopping, at all times</i>	<i>West side, commencing 35.0 metres north of its intersection with Endeavour Street (Grid coordinates x= 1750253.5641m y= 5423835.0245m) and extending in a northerly direction following the western kerbline for 12.8 metres.</i>
Onepu Road	<i>No stopping, at all times</i>	<i>East side, commencing 61.7 metres north of its intersection with Endeavour Street (Grid coordinates x= 1750267.5738 5423831.7304 meters m) and extending in a northerly direction following the eastern kerbline for 12.4 metres.</i>

- n) No stopping, at all times – **Barnard Street – Wadestown (TR24-15)**

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

Column One	Column Two	Column Three
<i>Barnard Street</i>	<i>No stopping, at all times</i>	<i>West side, commencing 161 metres north of its intersection with Lennel Road (Grid coordinates x= 1,749,218.6 m, y= 5,430,301.4 m), and extending in a southerly direction following the western kerb line for 8.5 metres.</i>

- o) No stopping, at all times – **Cameron Street – Kaiwharawhara (TR27-15)**

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

Column One	Column Two	Column Three
<i>Cameron Street</i>	<i>No Stopping at all times.</i>	<i>North side, commencing 132.5 metres north of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,801.6; Y=5,430,953.8m), and extending in a northerly direction following the western kerb line for 134.5 metres.</i>

- p) Parking P10 and No Stopping At All Times – **South Karori Road – Karori (TR28-15)**

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

Column One	Column Two	Column Three
<i>South Karori Road</i>	<i>No stopping at all times.</i>	<i>Eastern side, commencing from a point 115 metres from the southern kerb alignment of Woodhouse Avenue following the western kerb line for 4 metres in a southerly direction.</i>

South Karori Road	<i>No stopping at all times.</i>	<i>Western side, commencing from a point 119 metres from the southern kerb alignment of Woodhouse Avenue following the western kerb line for 5 metres in a southerly direction.</i>
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Add to Schedule A (Parking Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
South Karori Road	<i>Parking P10 minutes, between the hours of 8.15 am – 9.00 am and 2.30 pm – 3.15 pm Monday to Friday during school terms only</i>	<i>Western side, commencing from a point 101 metres from the southern kerb alignment of Woodhouse Avenue following the western kerb line for approximately 18 metres in a southerly direction.</i>

- q) **No Stopping, At All Times – Linden Avenue – Tawa (TR29-15)**

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

Column One	Column Two	Column Three
Linden Avenue	<i>No Stopping at all times.</i>	<i>South side, commencing 53 metres west of its intersection with the western kerb alignment of Beauchamp Street and extending in a westerly direction following the southern kerb line for 44 metres.</i>

- r) **Class restricted parking (bus stop time changes) – Austin Street & Ellice Street – Mt Victoria (TR30-15)**

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

Column One	Column Two	Column Three
115 Austin Street	<i>Bus stop, Monday-Friday 8.30am-9am; 3.15 pm -3.45 pm during School terms</i>	<i>East side, commencing from 7.2 metres south of its intersection with the northern kerb alignment of Ellice Street and extending in a northerly direction following</i>

		<i>the eastern kerb line for 24.8 metres.</i>
91 Austin Street	<i>Bus stop, Monday-Friday 8.30am-9am; 3.00 pm -3.30pm during School terms</i>	<i>East side, commencing 7.5 metres south of its intersection with the southern kerb alignment of Derby Street and extending in a southerly direction following the eastern kerb line for 27 metres.</i>
72 Ellice Street	<i>Bus stop, Monday-Friday 8.30am-9am; 3.30pm -5.30pm during School terms</i>	<i>South side, commencing 6.8 metres west of its intersection with the western kerb alignment of Austin Street and extending in a westerly direction following the southern kerb line for 59 metres.</i>

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

Column One	Column Two	Column Three
115 Austin Street	<i>Bus stop, Monday-Friday 3.00 pm -3.45 pm during School terms</i>	<i>East side, commencing from 7.2 metres south of its intersection with the northern kerb alignment of Ellice Street and extending in a northerly direction following the eastern kerb line for 24.8 metres</i>
91 Austin Street	<i>Bus stop, Monday-Friday 3.00 pm -3.45 pm during School terms</i>	<i>. East side, commencing 7.5 metres south of its intersection with the southern kerb alignment of Derby Street and extending in a southerly direction following the eastern kerb line for 27 metres.</i>
72 Ellice Street	<i>Bus stop, Monday-Friday 8.00 am-8.45 am; 3.15pm -3.45 pm during School terms</i>	<i>South side, commencing 6.8 metres west of its intersection with the western kerb alignment of Austin Street and extending in a westerly direction following the southern kerb line for 59 metres</i>

Background

4. The following information relates to the amendments before the Committee for approval.

a) **Kaiwharawhara Road, Kaiwharawhara** **TR02-15**

No Stopping, At All Times.

Net parking: unchanged

Kaiwharawhara Road is a principal route connecting the western suburbs to both the Hutt Road and Wellington city centre. Surrounding land use is mostly commercial and on-street parking in the area is not restricted, meaning it is very well used throughout the day by both customers and commuters.

On a daily basis shopper's park across the driveway of the business at # 7 as it is easier for them to park in front of the garage rather than going further up the road to find an empty car park space. This parking occurs all the time due to the demand and the unavailability of parking.

Officers recommend that broken yellow lines be placed across the vehicle entrance to clearly show that parking is prohibited and eliminate the ongoing problems.

b) **Cranwell Street, Churton Park** **TR04-14**

No stopping, at all times

Net parking: unchanged

Officers have received a petition from residents to address parking issues at the end of Cranwell Street.

Cranwell Street is a cul-de-sac road that provides pedestrian access to Churton Park School adjacent to the turning circle.

Every day parents park close to and around the access way including the turning circle making access difficult for residents. Furthermore, when children are being picked up after school it becomes difficult for parents to use the turning circle, which often results in vehicles doing 3-point turns using driveways and causing much random manoeuvring/reversing while school children are walking on the adjacent footpath. Such manoeuvres and parking practices in such small area are not only inconvenient but also unsafe.

Officers therefore propose broken yellow lines at the turning circle to improve the safety of this situation.

Feedback received:

Name	Suburb	Agree Yes/No?

Lyle Vigers	Churton Park	No
Comments:		
<p>Not as proposed. Please modify to ensure the line only run from Driveway of number 43 around cul-de-sac only as far as the driveway of number 42. This will allow residents at number 42 to continue parking their vehicle outside their residence. The critical times are only 8:30 am to 9 am and 2:30 to 3 pm I f the length of lines can be reduce as suggest above then the proposal will have my support.</p>		

Name	Suburb	Agree Yes/No?
Joanne Backhouse	Churton Park	No
Comments:		
<p>We have received your letter dated 23 February setting out the proposal to paint broken yellow lines in the turning circle at the lower end of Cranwell Street.</p> <p>While we signed the petition in support of the no stopping area, we did so on the understanding that the lines would stop at the south edge of the driveway of no. 42 Cranwell Street.</p> <p>Our neighbours at No. 42 Cranwell Street need to park outside their home, and the map enclosed with your letter shows the yellow lines continuing across the front of their property.</p> <p>We consider this most unfair and inconvenient not only to them but to to all those at the end of the street as their visitors also park in that area.</p> <p>We would not have signed the petition had we known that this area would be included, so could you please remove our name, and note that we object to the proposal.</p>		

Name	Suburb	Agree Yes/No?
Helen Hassett	Churton Park	No
Comments:		
<p>Thank you for the proposal for this. We as a resident at 45 Cranwell Street are keen for this to proceed.</p> <p>However, I note from the picture/drawing that the yellow lines indicating no stopping proceed fully outside property number 42. As these residents regular have one of their vehicles parked on the road outside, we respectfully request to see if the dotted lines can be pulled back to the end of their driveway/start of the red coloured bush?</p> <p>This would ensure the residents are not impacted and still ensure that the main area of the turning circle is marked non stopping and results in those that park there at risk of ticketing and hopefully deterred from continuing this practice.</p>		

Name	Suburb	Agree Yes/No?
Bryan Daley	Churton Park	No
Comments:		
<p>I received a TR 04-15 Proposed Traffic Resolution for Cranwell Street in my letter box.</p> <p>I live at 42 Cranwell Street and was asked to sign a petition for a no stopping zone around the turning circle, which I did. The petition had a map showing a zone which stopped just past my driveway.</p> <p>However I find that the TR 04-15 proposed no stopping zone extends further than the turning circle, covering the entire front of my property where I park my car. I signed the petition to stop the parents from parking over the driveways, and from blocking the turning circle only.</p> <p>The bad parking behaviour only lasts for an hour around 3PM weekdays and I find this proposal completely unreasonable that I will be permanently penalised by not being allowed to park outside my own home at all times! Visitors to my house and others in residing in the turning circle also park outside my house. Because of this I wish to withdraw my support from the petition and also place an objection to this proposal.</p>		

Name	Suburb	Agree Yes/No?
Hue Ng	Churton Park	No
Comments:		
<p>Last Year I supported the petition " No Stopping on Cranwell Street, Churton Park Cul-de-sac.", organised by my neighbours.</p> <p>Your proposal is not what we wanted. Would you please consider the shortened broken yellow line. Allowing one car to park in front of no. 42 should not cause any problems.</p> <p>Thank you for your consideration.</p>		

Name	Suburb	Agree Yes/No?
John Tiley	Churton Park	No
Comments:		
<p>I strongly support the no-stopping proposal in principle but I would like the Council to consider a change to the proposed extent of the BYL. I regularly take my car to Cranwell St for both drop off and pick up and am well aware of the problem with the turning circle. The question that concerns me is, with the heavy demand on parking spaces particularly prior to 3.00pm, no 'legitimate' parking space should be removed unless essential.</p>		

With one car parked between the driveways to 41 and 43 and three others parked between the driveways of 42 and 40 I am able to make a turn in the unobstructed circle without reversing. I've watched other drivers do the same. Recently I spoke to a driver of a 7-seater to find out whether she could turn similarly – the reply was 'only just'. With that remark in mind, it is possible that the larger 4WD vehicles may not make such a turn.

However, the proposed BYL marking across the frontage of No. 43 will in fact allow vehicles to enter the circle close to the kerb and take full advantage of the available radius and complete the turn **without being affected by vehicles parked between driveways 42 and 40**. I suggest these parking spaces should remain.

A comment in support of my suggestion – at present "offenders" parking on the turning circle are usually last minute arrivals for the 3.00pm pick up who have just driven between perhaps 60-70m of parked vehicles on either side and simply decide there is no time left to park elsewhere. If the parking spaces 42-40 are removed it will be "obvious" to late arrival drivers that they can park on the BYL in that spot without actually causing any obstruction. They will! And no doubt the council would then receive complaints that the BYL is not being complied with.

Best of luck in resolving this.

Officers Response:

Officers have reviewed all the feedback received and due to residents' requests and their support for #42; Officers have decided to reduce the proposed broken yellow lines to preserve parking at the frontage of #42.

Officers recommend proceeding with the amended proposal.

c) **Cameron Street, Kaiwharawhara**

TR05-15

No stopping, at all times

Net parking: unchanged.

Officers have received a request from residents to address parking in the turning circle on Cameron Street.

The turning circle leads to three new private streets. There are existing properties already on these streets and the number of houses is expected to increase in the near future.

Due to the creation of these streets off the turning circle there is no longer any suitable parking space available, however vehicles continue park in the vicinity and on the footpath which is obstructing pedestrians and the turning facility.

Officers therefore propose to install broken yellow lines at the turning head to keep this area clear and ensure vehicles can safely and easily manoeuvre whilst turning.

Feedback received:

Name	Suburb	Agree Yes/No?
Stephanie Winson	Kaiwharawhara	Yes
Comments:		
This proposed resolution will make turning at the roundabout much easier and will also reduce the occasional blocking of traffic access to the three private roads (Satchell Way, Hervey Way and Brasch)		

Name	Suburb	Agree Yes/No?
C Ingrid Devoy	Kaiwharawhara	Yes
Comments:		
This is absolutely necessary as new houses continue to be built and therefore more vehicles are using this road. Many cars belong to commuters so this will cause inconvenience to them but safety is more important. Thanks.		

Name	Suburb	Agree Yes/No?
Peter Devoy	Kaiwharawhara	Yes
Comments:		
None		

- d) **Cable Street, Chaffers Street, Ebor Street, Ghuznee Street, Taranaki Street, Vivian Street, Waring Taylor Street, Willis Street, Wellington Central / Te Aro** **TR08-15**

Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times.

Net parking loss: unchanged

There have been a number of modifications to adjacent properties and utilities around the Wellington central business area which has resulted in a change to the available kerbside spaces.

Following assessment by council traffic engineers, officers propose to install seven additional metered on-street car parks in order to utilise the kerbside space more efficiently in Wellington Central area.

- e) **Alexandra Road, Hataitai** **TR09-15**

No stopping, at all times

Net parking loss: 23 parking spaces

The Southern Walkway and the Mt Victoria Super D bike track cross over Alexandra Road at the SPCA entrance junction. This has always been a very busy crossing but the number of cars parking at the entrance way and around the walkway crossing junction has significantly increased since the SPCA has opened. The Council are developing a formal parking area, which will improve the way cars enter and exit the SPCA.

Officers therefore propose to install No Stopping Restrictions directly adjacent to the entrance of SPCA parking area and at two pedestrian/cyclists crossing points on Alexandra Road.

The introduction of No Stopping Restrictions will prevent vehicles parking too close to the accesses and consequently improve the inter-visibility and safety of active reserve users and vehicular traffic.

Feedback received:

Name	On behalf of	Agree Yes/No?
Iain Torrance	Wellington SPCA	No

Comments:

Wellington SPCA feedback on the proposal is that we are in agreement generally, except we would like to allow parking on the northern side of Alexandra road opposite the entrance to Wellington SPCA. Drawn in a light blue box on the attached drawings.

The reasoning being:

- With the new fencing just completed on that side of the road, there is space for vehicles to be off the road.
- Vision of vehicles driving down the road is not impacted
- Pedestrians and bikers crossing from the Eastern to Western side of Alexandra road are elevated due to the bank, and so have visibility of traffic above any cars parked
- Pedestrians travelling the length of Alexandra road are not impacted as there is a path the other side of the fence and new crossing space
- A large number of car parks have been lost on this section of road recently (marked in a red box on the diagram) as the Council have installed barriers and a pathway
- Cars are parking on the southern section of Alexandra road, below the entrance to the SPCA on the map, with no safe pathway to the Fever Hospital (Page 3 of document). This volume is increasing and any spaces nearer the entrance will help alleviate this problem. On average 200 people a day come to Fever Hospital. We have 50 staff and over a 1000 volunteers.
- There is no public transport to the site and so cars are the primary mode of transport.

In short, yellow lines are all OK except the ones to the north of the gap in the new fence on the eastern side of Alexandra Road opposite the entrance. Please let

visitors park there.

**Supporting pictures available in the attachments*

Officers Response:

Road realignment work to the north on the adjacent bend to facilitate safe coach manoeuvring within the lane, and the newly formed entrance and car-parking area to the SPCA has recently been undertaken. The footpath realignment has also been undertaken to link definitively the Southern Walkway and the Mt. Victoria Super D bike track across Alexandra road, located approximately 10 metres to the north of the SPCA entrance.

The walkway attracts a considerable number of walkers, runners' and joggers and the link across Alexandra road is an integral part. It is, therefore, crucial to provide a high standard of safety at this crossing point without the introduction of a zebra crossing or central refuge islands at this location. These facilities would be out of character with the rest of the Alexandra road semi-rural environment.

A review of the extent of the no-stopping proposed has recently been undertaken with a site visit and a recheck of the sight lines. It has been confirmed that the safe stopping sight distances for a driver approaching at approximately 40 km/h in either direction to a pedestrian waiting at the road edge to cross requires the proposed restrictions. This is a minimum requirement in this context.

Permanent warning signs have also been placed on both approaches warning drivers to expect to see pedestrians on or adjacent to the road ahead. Drivers have otherwise no visual cues of pedestrians crossing ahead whilst traversing this 35m. radius bend.

Officers understand there is car parking available, also accessed off Alexandra road to the south of the SPCA, and there is an off-street walking track which can be used to provide ready pedestrian access to the SPCA. The Parks and Recreation Team at Wellington City Council will look into more prominent signage of this carparking facility.

Officers recommend proceeding with this proposal.

f) **Yule Street, Kilbirnie**

TR12-15

Remove existing Mobility Parking (No Stopping Except for Vehicles Displaying an Operation Mobility Card)

Net parking: unchanged

Council officers have received a request to remove the existing mobility parking space outside 6 Yule Street due to the Mobility Parking no longer being used as the resident who used it has moved.

Officers therefore propose to remove this parking restriction and revert the space

back to unrestricted kerb side as per the rest of the kerb side along this road.

- g) **Volga Street, Island Bay** **TR14-15**

No stopping, at all times

Net parking loss: 1 parking space.

Officers have received a request from a resident in Volga Street to extend the broken yellow lines opposite his driveway.

With cars parking directly opposite the driveway the resident is finding it very difficult to manoeuvre when entering/exiting his property. The proposed section of broken yellow lines will keep access clear for the resident's driveway.

- h) **Miramar North Road, Miramar** **TR15-15**

No stopping, at all times

Net parking loss: 1 parking space.

Members of the public have requested to extend the No Stopping Lines at the beginning of Miramar North Road adjacent to Park Road.

At present, vehicles are parking on both sides at the beginning of Miramar North Road. It leaves only one lane space for vehicles, particularly buses to pass through. Additionally, this congested section is too close to the intersection which leaves not sufficient distance for vehicles to stop when there is oncoming traffic from Park Road

In order to improve the safety and accessibility in this area, Officers therefore propose to extend the existing No stopping Lines for a further 18 metres on both sides of Miramar North Road.

Feedback received:

Name	Suburb	Agree Yes/No?
Mr & Mrs Strong	Miramar	Yes
Comments:		
With all due respect, extending the no stop lines a further 10 metres will not solve the problem fully.		
We firmly recommend the lines be extended not just 10 metres, but an additional 22 metres or a total of 32 metres to the first lamp post.		
We have witnessed many vehicles side mirrors smashed off by other passing vehicles.		
Also there are young children who ride their bikes up and down this road who do not		

realise the danger in this area.

Therefore, your most serious consideration for this matter is requested or we fear there is a tragedy waiting to happen.

Officers Response:

Officers recommend proceeding with this proposal and will consider the request for additional no stopping restrictions in the future.

i) **Ballance Street, Lambton**

TR17-15

Metered mobility parks P120 maximum

Net parking loss: 1 parking space

Council, at last years' 2014 Accessibility Forum, committed to provide additional mobility parks within the CBD. In fulfilling this commitment, the eastern section of Ballance Street has been identified as an area where two mobility parks will benefit users.

These parks will be located between Featherston Street and Customhouse Quay where there are a variety of shops, food establishments and entertainment venues. There will be access also to the Waterfront via the Waring Taylor or Whitmore Street pedestrian crossings.

1 in 5 New Zealanders have impairment and a large number of these are mobility park users. Council's Accessibility Advisory Group, representing people living with impairments in Wellington, indicated their desire to install these parks at this location. Initial consultation with adjacent businesses indicated support for this proposal.

j) **Blair Street, Te Aro**

TR18-15

Metered mobility parks P120 maximum

Net parking: unchanged

Council, at last years' 2014 Accessibility Forum, committed to provide additional mobility parks within the CBD. In fulfilling this commitment, Blair Street has been identified as an area where one more mobility park will benefit users.

This park, being nearer the northern end of the street, will provide easy access to Wakefield Street and the Waterfront where a variety of entertainment establishments, restaurants and events are available. The proposed location has a flat surface not requiring any physical road alterations and is user friendly.

1 in 5 New Zealanders have impairment and a large number of these are mobility park users. Council's Accessibility Advisory Group, representing people living with

impairments in Wellington, indicated their desire to install a park at this location. Initial consultation with adjacent businesses indicated support for this proposal.

k) **Courtenay Place, Te Aro** **TR19-15**

Metered mobility parks P120 maximum

Net parking: unchanged

Council, at last years' 2014 Accessibility Forum, committed to provide additional mobility parks within the CBD. In fulfilling this commitment, the southeastern end of Courtenay Place, where there are no mobility parks currently, has been identified as an area where it will benefit mobility park users.

This park, near Cambridge Terrace, will provide easy access to a variety of restaurants, food shops, entertainment establishments, and other facilities. The proposed location has a flat surface, not requiring any physical road alterations and is user friendly.

1 in 5 New Zealanders have impairment and a large number of these are mobility park users. Council's Accessibility Advisory Group, representing people living with impairments in Wellington, unanimously agreed that a mobility park is necessary at this section of Courtenay Place.

l) **Garden Road, Northland** **TR20-15**

Remove mobility parking

Net parking: unchanged

Council officers have been advised that the existing mobility car park outside 35 Garden Road is not being used anymore as the person who requested it has moved.

Therefore, officers proposed to convert this to a coupon park similar to the adjacent parks along this stretch of road.

Consultation with residents in the area did not receive any objections to this proposal.

m) **Onepu Road, Kilbirnie** **TR21-15**

No stopping, at all times

Net parking loss: unchanged

Wellington City Council (WCC) is working to make walking and cycling safer and more convenient for people travelling on foot or by bike. With the opening of the

shared pathway along the Drainage Reserve, cycle and pedestrian activity in the area is expected to increase. Along with this will be a corresponding demand for opportunities to cross Onepu Road. Currently, there are no crossing facilities in the area. During consultation for the shared pathway many people expressed a desire for an enhanced crossing at the pathways intersection with Onepu Road.

It is therefore proposed to create a crossing point located near 83 & 84 Onepu Road by installing traffic islands to provide protection for people crossing the road and to shorten the crossing distance. As a result, No Stopping restrictions will be introduced.

As crossing volumes are likely to be very low, it is appropriate that priority remain with the vehicular traffic so a pedestrian crossing is not proposed at this time.

The No Stopping Restrictions will prevent vehicles parking too close to the islands and consequently improve the inter-visibility and safety of vulnerable road users and vehicular traffic.

Feedback received:

Name	On behalf of	Agree Yes/No?
Ellen Blake	Living Streets Aotearoa	Yes
Comments:		
<p>We support in principle providing a better crossing of Onepu Rd at the drainage reserve and also for proper crossings of other streets along the Drainage Reserve.</p> <p>We note a traffic island has been proposed. Were kerb extensions considered? These provide for a shorter cross distance for walkers and easier sight lines before crossing.</p> <p>Will there be indications here for cyclists to dismount and walk across the footpath and road? How will cyclist safety be promoted at these crossings?</p>		

Officers Response:

New side islands have been proposed on both sides of the crossing. They will provide for a shorter crossing distance and better sight lines.

Cyclists will not be specifically asked to dismount at this crossing. However signs will be installed to advise the people on the Drainage Reserve of the upcoming intersection and the need to give way to people on the footpath and on the road.

n) **Barnard Street, Wadestown**

TR24-15

No stopping, at all times

Net parking loss: 1 parking space

The Fire Services has requested the Wellington City Council to consider removing one off-street parking adjacent to a bend on the western side of Barnard Street opposite # 55. This location is adjacent to a bend and regularly vehicles park on both sides of the road.

Recently a fire truck could not access the road at this location (turning around the bend) due the parked vehicles. Fire engines need to be able to move through this street to respond to emergencies without any delays and currently they cannot do so if cars are parked on both sides of the street here.

Council officers propose to replace one parking space in front of #46 and opposite #55 on Barnard Street with a section of broken yellow lines including the bend to improve the public safety.

Feedback received:

Name	Suburb	Agree Yes/No?
Neil Paviour-Smith	Wadestown	Yes
Comments:		
I support this proposed traffic resolution strongly being one of the most affected local residents. This bend is a bad enough blind corner as it is made worse when cars park on that corner. It should be yellow lined as it is let alone for the reason given as allow fire engines to get through.		
In addition the single carpark space immediately over the road on this corner should have to yellow dotted lines on it too so as to prevent cars from parking there which make access in to the driveway for 55 and parking for 51 and 53 Barnard Street difficult.		

Name	Suburb	Agree Yes/No?
Garry & Isobel Evans	Wadestown	Yes
Comments:		
<ol style="list-style-type: none"> 1. My wife and I are the owners of 44 Barnard St, Wadestown and have your letter dated 23 February RE: Proposed Traffic Resolution (TR24-15 Barnard Street, Wadestown) 2. We write in support of the above proposal. 3. Barnard Street, like so many other Wellington streets, is narrow and is made more difficult to negotiate safely by the number of cars parked in the street. 4. In addition to the cars of resident's visitors, tradesmen and so on, people from other areas use the street to park during the day, collecting their cars in 		

<p>the evening. The use of the street for this purpose has greatly expanded.</p> <p>5. The bend in the road opposite 55 Barnard Street is of “bottleneck” proportions (as are further bends in the street proceeding northwards). Vehicles habitually park on both sides of the road at these bends, making for a very narrow passageway/obstructed access/egress. My wife and I are aware of the difficulties referred to in the copy of the proposed traffic resolution sent to us.</p> <p>6. We intend to support the proposal. It is obvious that the proposed restriction is necessary in the interest of public safety.</p>

Name	Suburb	Agree Yes/No?
Tim Burns	Wadestown	Yes
Comments:		
<p>I have seen the notice for the proposed additional no parking area on the first corner in Barnard Street. As a resident of Barnard Street who regularly experiences challenges getting through that corner I am fully in support of the planned change.</p> <p>There are other areas of Barnard Street which also need to be considered as no parking areas. The worst section would be between the step entrances to 85 and 97 Barnard Street. At times when cars have been parked on both sides of the road there it has been difficult to get our small VW Beetle through and it would be an even bigger challenge for a large emergency vehicle such as a fire appliance. There was a proposal for extending the no parking restrictions along this part of the street some years ago but we heard no more from the Council officer then looking at it.</p>		

Name	Suburb	Agree Yes/No?
Carolyn Scaddan	Wadestown	Yes
Comments:		
<p>Thank you for the opportunity to respond and apologies for missing the submission date for the above resolution but wanted to provide feedback. We live at 39 Barnard Street, just before the bend in question and have on a few occasions seen traffic, including fire engines, unable to get past the parked cars. I fully support the resolution.</p> <p>Barnard Street is very narrow in parts and has some areas where there is a solid white line down the centre but there is absolutely no way that you can abide by the law and keep to your side of the road due to parked cars.</p> <p>I have also witnessed many near misses on the next bend from the spot where the change is proposed because motorists need to drive down the centre of the road due to all the parked cars and they drive too fast for the conditions, having no visibility to oncoming traffic. I think the whole road needs reviewing to improve safety, I am happy to discuss if you need any further information.</p>		

Name	Suburb	Agree Yes/No?
Wilf & Lyndal Layburn	Wadestown	No
Comments:		
<p>We live very close to this location and have frequently experienced vehicles parked on and around the corner in ab manner that obscures oncoming traffic.</p> <p>We support the proposed No Stopping restriction on the corner but do not agree with the proposed removal of one car park when it does not fully resolve the narrow "choke point" outside the adjacent #48A/48B Barnard Street.</p>		

Name	Suburb	Agree Yes/No?
Brian Prendergast	Wadestown	No
Comments:		
<p>Proposal includes replacing one parking space in a narrow part of the street because a fire truck could not get through on one occasion. <u>This parking space has been drawn on the aerial photo</u> attached to the proposal.</p> <p>I have no objection to this, vehicles have only started parking there in recent years. Before that it was avoided because the street is very narrow at this point and drivers wished to avoid damage to their vehicles. I have never parked there. However I strongly object to the removal of the three parking spaces on the inside of the curve.</p> <p>Somewhat hidden in the proposal is removing three more parking spaces on the inside of the curve. <u>These parking spaces have not been drawn on the aerial photo?</u> The proposed yellow line would go through them. These spaces are on one of the widest parts of Barnard Street. According to the proposal Fire Services have only requested Council consider removing the above one parking space.</p> <p>It is not correct that cars park on both sides around the curve, there is only one parking space on the outside of the curve, the rest of the outside of the curve is made up of three double garages and a driveway, all of which are set well back from the kerb. The aerial photo is some years out of date, an additional property has been built at 47 with a double garage at street level.</p> <p>While not my first choice I have been regularly parking on these three car spaces for the last 33 years, what has changed? They are good safe parking spaces under the street lamp. Yes vehicles have to drive around them, yes occasionally vehicles have to stop and give way, but this has the safety benefit of slowing traffic down. This is no different too much of the rest of Barnard Street which is congested, vehicles drive slowly and give way to one another politely, this works well.</p> <p>The steps at 51 are the only access to seven properties which only have one off street park between them: 1/51, 2/51, 3/51, 1/51A, 2/51A, 1/51B and 2/51B. The</p>		

loss of so many parking spaces would be devastating to these properties as the street has become very difficult to park in for the reasons below.

From the Lennel/Barnard intersection to almost this curve is completely parked out every weekday by commuters who then walk or bus to the CBD, the same cars every day.

In the 33 years that I have lived in Barnard Street, in the street length from Lennel\Barnard to 54, eight additional garages and three additional driveways have been constructed. This has greatly reduced the number of on street parking spaces. Of particular disappointment is the large number of garages that do not have vehicles in but are being used for storage or other, with in some cases the vehicles then being parked on the street.

Thank you for the opportunity to comment

Officers Response:

Officers have considered all the feedback received and have concluded to amend the original proposal. The removal of the carpark required to allow the fire service to safely access the street remains, however the additional stretch of broken yellow lines around the bend have been reduced to keep parking restrictions to a minimum.

o) **Cameron Street, Kaiwharawhara**

TR27-15

No stopping, at all times

Net parking loss: 22 parking spaces

Officers have received requests and a petition, signed by 55 residents from Cameron Street, Curnow Way, Marsh Way, Satchell Way, Hervey Way and Brasch Way to address parking along the eastern and western sides of Cameron Street from Fore Street northeast to and including the turning circle at the northern end. A separate proposed traffic resolution, TR 5-15 addresses the concerns at the turning circle with No Stopping at all times.

Cameron Street is bounded by new houses on the south and western sides between Fore Street and the cul-de-sac in the north. Cars park, albeit observed to be intermittently, on the road opposite the residential properties and on the same side as the properties. Approximately twenty six properties on Cameron Street are affected with petition signatures gained from 12 of these residents. The remaining 43 signatures represent the great majority of residents in the adjoining side streets off Cameron Street who support a no stopping restriction of some form.

Cameron Street consists of a number of bends with limited forward visibility with parking, is approximately 7.5 metres wide (measured at no.34), and is on an uphill gradient travelling south to north. Residents have witnessed near misses when cars are parked on both sides of the road which is primarily due to the limited forward visibility, gradient and road geometry. There is a pedestrian / cycle track starting at Curnow Way that leads north to Nicholson Road; and a walking path adjacent to no.10 that leads to Fore Street (south) and to Hutt Road where there is a regular

commuter bus route to Wellington CBD. Residents contend that commuter's park on both sides of Cameron Street and I expect this is in the lower reaches. This has raised the safety concerns presented in the petition.

Therefore, officers propose broken yellow lines on the western side of Cameron Street from the intersection with Fore Street north to cul-de-sac (and to tie in with the proposals in TR15-15) to clear the western side of the road of parked vehicles and to provide a safer access to serve the residential properties on Cameron Street and surrounds.

There are existing parking restrictions on the western side of Cameron Street south-west of Fore Street to Kaiwharawhara Road.

Feedback received:

Name	Suburb	Agree Yes/No?
Victoria Crone	Kaiwharawhara	Yes
Comments:		
As residents of Cameron Street we wholeheartedly endorse the proposal to restrict parking having witnessed many near accidents involving cars, trucks and cyclists. The narrow road is constantly congested, at times it is hard to access your own property when cars park across the narrow road, and also too close to your entrance. There is also a tendency for people to drive at speed in Cameron Street which makes the road even more dangerous.		

Name	Suburb	Agree Yes/No?
Graeme Harris	Kaiwharawhara	Yes
Comments:		
I have to drive along Cameron at least twice a day. I have experienced a number of near misses and one minor accident due to the combination of cars parking on both sides of the road, the gradient of the road and the fact that it has a number of curves in it. The parking restriction on one side of Cameron should be applied.		

Name	Suburb	Agree Yes/No?
Stephanie Winson	Kaiwharawhara	Yes
Comments:		
The recommendations made by the Officers are strongly supported.		

Name	Suburb	Agree Yes/No?
Faye Munnelly	Kaiwharawhara	Yes
Comments:		

There should also be byl's on the opposite side of Cameron street on a small section of road by number 30 on the map at the entrance to Sargeson Way and Marsh Way as this is the turning circle most of these cars are using to exit Cameron Street, NOT the turning circle at the end of the street.

Name	Suburb	Agree Yes/No?
Andrew Best	Kaiwharawhara	Yes
Comments:		
We are building at the end of the street and have been very concerned about the amount of cars that have been parking in the lower to mid Cameron St. it has made it very narrow and potentially dangerous when combined with cyclists riding slowly uphill (cause let's face it, the road is steep :-)) It appears to me by the number of cars that these folk are not residents, but commuters or Kaiwharawhara business workers. The sister change TR05-15 I'm not as concerned about as I haven't seen any issues created at that end other than a potential inability to turn around fully using the turning circle.		

Name	Suburb	Agree Yes/No?
C Ingrid Devoy	Kaiwharawhara	Yes
Comments:		
This is absolutely necessary as new houses continue to be built and therefore more vehicles are using this road. Many cars belong to commuters so this will cause inconvenience to them but safety is more important. Thanks.		

Name	Suburb	Agree Yes/No?
Peter Devoy	Kaiwharawhara	Yes
Comments:		
None		

Name	Suburb	Agree Yes/No?
Mick Robbers	Kaiwharawhara	No
Comments:		
My Family Trust own 36 Cameron Street, Kaiwharawhara and I have occupied the property since mid-2007. In that time Cameron Street has become more and more hazardous to negotiate by vehicle due to the all-day parking on the West and eastern side, particularly below the Sargeson, Marsh Ways intersection with Cameron Street. In the last two to three years, more and more all day parkers have also parked from No 36 going North, on the South Eastern side of the Road predominately. With building about to commence at 38 and 40 Cameron Street, and with several vacant but sold sites at 44, 52,54 and 56, plus other sites in the		

remaining North end of the subdivision, the proposal for “No Stopping at All Times” along the Western side of Cameron Street including the cul-de-sac, is supported but only with the following condition. If imposed as is, all day parkers will simply take all available car parking on the south eastern side, preventing residents, trades people, builders, emergency vehicles and visitors from parking there. I and others, have businesses run from our homes and client accessibility is important to those businesses. My wife is wheelchair bound with chronic M.S. and although now in full time hospital care, we have a mobility vehicle which I need to be able to park near the house for her visits which are generally twice- weekly at least. Already, we have experienced difficulties with obtaining nearby access. Others may be in similar positions now or in the future.. The building of the homes on the South Eastern side, although temporary, will also generate vehicle and traffic movements. Once the homes are built, those resident and their visitors should be able to park outside or near their properties.

My suggestion is a time restriction of 120 minutes, Monday to Friday, 8 am to 5pm be placed on the South Western Side of Cameron Street. That would eliminate the all-day parkers and will be fair and reasonable for residents and visitors. It will be “resident policed” no doubt. and Resident Car parking Coupons can also be made available for residents if required.

It is our submission that unless such a parking restriction is placed in the manner described or similar, residents will be unfairly penalised.

Officers Response:

Officers have considered feedback from Mr Robbers and have decided to reduce the proposed scheme to provide for a continuation of no stopping restrictions on the western side of Cameron Street from Fore Street to Sargeson Way only.

This is an incremental staged approach and as residential developments progress on the eastern side of Cameron street, a further assessment will be undertaken of the parking and road safety concerns from Sargeson Way/Marsh Way through to the turning circle at the top of Cameron Street.

p) **South Karori Road, Karori**

TR28-15

Parking P10 and No Stopping At All Times

Net parking loss: 1 parking space

Officers have been in discussions with the Principal of Karori South School and have observed parking and manoeuvring concerns in the morning and especially in the evening peak pick-up times from school. The school has an enrolment of approximately 530 primary age children (Years 1-8 /5-13 year olds) who often have to be collected from their class rooms.

The proposal is to formulate a P10 parking restriction to allow 3 cars to park close to the side entrance from the school on South Karori Road. This will facilitate short

term parking for those parents/carers that need to wait a few minutes for their school children to arrive or to collect them from their class rooms. The times have been agreed with the school.

Proposed No stopping at all-time parking restrictions (four metres) are proposed on South Karori road to facilitate safe exit manoeuvres from a turn circle opposite the side entrance to the school; and a five metre section adjacent to the side entrance to facilitate improved pedestrian access and sightlines to traffic on the road before crossing to the turn circle parking area.

The attached plan shows the full extent of the proposed parking restrictions. The restrictions have been kept to an absolute minimum so as not to inconvenience general users who park on the road. Commuters to the CBD park in the area proposed for the parking and no stopping restrictions and catch a bus at the bus hub located on the corner of Arlington Road and South Karori Road. There is available carparking further along South Karori road which calms traffic; on Arlington Road; and in the Karori Park & Play carparking area (21 parks) on Arlington Road.

The school will monitor the performance of the restrictions and, in particular, the P10 limits to make sure the desired parking turnover is achieved.

Feedback received:

Name	Suburb	Agree Yes/No?
Dougal Mason	Karori	Yes
Comments:		
We live at no. 17 South Karori Road, and find that parents dropping off their children to Karori West School are continually impinging on the entrance to our garage (especially in the afternoon). Would it be possible for WCC to paint demarcation lines on either side of the entrance to the garages along this stretch of South Karori Road to clearly show where cars need to park?		

q) **Linden Avenue, Linden**

TR29-15

No Stopping at all times

Net parking: loss 7 parking spaces

Officers have received requests for a no stopping restriction on the southern side of Linden Ave between the driveways serving the Linden Social Centre, Bridge Club, Plunket and Playground. This proposal addresses these concerns with proposed No Stopping at All Times on the southern side of Linden Avenue between the driveways.

Linden Ave is a Collector route and serves the area of Linden bounded by Main Road (Tawa) to the west and continues to Collins Ave serving the eastern areas of Linden and is a route taken by many to access the motorway via Woodman Drive. The function of a Collector route is to distribute traffic between and within local

areas and form a link between Principal roads (Main Road (Tawa)) and Secondary roads. It is a busy route through-out the day. These restrictions will improve access from the driveway but more importantly vehicle movement and road safety along Linden Avenue. This is especially important when parking on both sides of the road causes concerns when the Linden Social Centre and Bridge Club have high patronage in the evenings. On these occasions, two-way traffic is reduced to a single lane with restricted forward vision on the bend and gradient.

Therefore, officers propose broken yellow lines on the southern side of Linden Avenue on the inside of the bend from the eastern entry drive to the Social Centre etc. for a distance of 44 metres in a westerly direction. Three car parking spaces will remain up to the exiting driveway.

The Tawa Community Board support this recommendation.

Feedback received:

Name	On behalf of	Agree Yes/No?
John Joseph	Kapi Mana Bridge Club	No
Comments:		
<p>We would like to make a suggestion for the yellow lines proposed for Linden Ave.</p> <ol style="list-style-type: none"> 1. Don't have the yellow lines which stops parking permanently. 2. Instead have a time restricted no park signs during busy times. E.g. no parking between signs 8am to say 6pm Monday to Friday. 3. The spaces are used during the evening & weekends when there is little traffic. The community centre & bridge club sometimes have events on at the same time & the spaces are needed. 4. To restrict parking permanently is a waste of spaces during non-busy times. <p>If this space is closed off by yellow lines, the weekends when there is an overflow of traffic would cause the parking spaces near the playground to be used up. This would restrict the use of the playground on weekends.</p>		

Officers Response:

Officers note that a concern has been raised regarding the 'at all times' no stopping restriction, suggesting that parking should be allowed in the evening.

The road safety concerns relating to parking on both sides of Linden Avenue however relate to the evenings and this is clearly stated in the consultation letter. Three unrestricted carparks remain on the western side to facilitate any cars wanting to park in this location close to the facilities. There are also unrestricted parking a very short away in Findlay and Beauchamp streets.

r) **Austin Street & Ellice Street, Mount Victoria**

TR30-15

No Stopping at all times

Net parking: unchanged

Greater Wellington Regional Council has approached the Council requesting that the timings of the Bus Stops outside numbers 91 and 115 Austin Street and 72 Ellice Street be changed to provide bus stop facilities for week day school bus services that match the current use and requirement of the school served by the school bus stops. Wellington East Girls College are also starting the school day earlier in 2015.

GWRC have confirmed that the proposals reflect the current residential parking on these streets, that is, cars are parking in these areas outside the proposed time changes.

The current signed restrictions do not replicate the traffic resolutions and the proposals will resolve this anomaly.

The current and proposed restrictions are as follows, which all include during School terms, are as follows:

1. 91 Austin Street (school bus stop)

Current parking restriction:	Monday to Friday, 08:30am-9:00am, 3:00pm-3:30pm
Change to:	Monday to Friday, 3:00pm to 3:45pm

**Delete the 8:30am – 9:00am parking restriction and extend the afternoon parking restriction.*

2. 115 Austin Street (Metlink bus stop no. 6009)

Current parking restriction:	Monday to Friday, 08:30am-9:00am, 3:00pm-3:45pm
Change to:	Monday to Friday, 3:00pm to 3:45pm

**Delete the 8:30am–9:00am parking restriction and extend the afternoon parking restriction.*

3. 72 Ellice Street (Metlink bus stop no. 6008)

Current parking restriction:	Monday to Friday, 08:30am-9:00am, 3:30pm-5:30pm
Change to:	Monday to Friday, 08:00-08:45am, 3:00pm to 3:45pm.

**Changes to both the morning and afternoon parking restrictions.*

Feedback received:

Name	Suburb	Agree Yes/No?
Peter Bennett	Mt Victoria	No

Comments:

1. The resolution states that the current parking restriction in the afternoon is from 3:30pm – 5:30pm. We believe this may be incorrect as the sign on the bus stop says 3:15pm – 3:45pm. This creates a false impression that the proposed change is a reduction to the parking restriction time when in fact it is an increase of 15 minutes. This error may cause people to not respond to the proposed change as they will be lead to believe the parking restriction is being reduced.
2. Assuming that point 1 above is correct - the proposed changes are an increase of 15 minutes in the morning and 15 minutes in the afternoon. The details of why the changes are required are not very specific. The proposal states that the bus stop needs to meet the current usage and requirements of the school and also that the school is starting earlier in 2015. Can you provide more details of:-
 - a. What the current usage and requirements of the school are and why these require an extra 15 minutes for both morning and afternoon.
 - b. What is the change in the schools start time for 2015.
3. We understand that parking restrictions are required at school drop off and pick up times but the impact on us is our ability to exit and enter our property at 78 Ellice street during these times. We have a young family of our own and during the restricted times there are often buses parked across our driveway. This is more prevalent in the afternoon when the buses are parked and waiting for a prolonged period and block our driveway.

In light of the increased disruption and inconvenience to ourselves we would like further clarification of what our rights are in respect to entering and exiting our property during these restricted parking times.

Officers Response:

Greater Wellington Regional Council have provided officers with the following additional information in response to the objection received.

1. The school is now starting 5 minutes earlier than it used to, the start time is now 8.40am. Morning buses are due to arrive at this stop at 8.20 and 8.25am and due to the nature of bus services we need to ensure the bus stop is clear at least 15 minutes before and after to accommodate early and late arrivals of bus services and to ensure the bus stop is cleared before the times needed. We also like to make it easy for residents to remember the closure times so 15 minute intervals work best for this.
2. GWRC and NZ Bus are happy to change the afternoon bus stop parking restrictions on Ellice Street to between 3.15pm – 3.45 pm instead of between

3pm and 3.45pm as there is further bus stop parking on Austin Street from 3pm for drivers who turn up earlier. Please amend the proposal accordingly.

Officers have amended the proposed start time accordingly.

Conclusion

5. Officers consider the proposed traffic resolutions will support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability. The Committee is therefore asked to approve the proposed resolutions.

Attachments

Attachment 1.	a) TR 02-15 Kaiwharawhara Road, Kaiwharawhara	Page 146
Attachment 2.	b) TR 04-15 Cranwell Street, Churton Park	Page 147
Attachment 3.	c) TR 05-15 Cameron Street, Kaiwharawhara	Page 148
Attachment 4.	d) TR 08-15 CBD, Wellington Central	Page 149
Attachment 5.	e) TR 09-15 Alexandra Road, Hataitai	Page 156
Attachment 6.	e) TR 09-15 - Images supporting SPCA Submission	Page 158
Attachment 7.	f) TR 12-15 Yule Street, Kilbirnie	Page 161
Attachment 8.	g) TR 14-15 Volga Street, Island Bay	Page 163
Attachment 9.	h) TR 15-15 Miramar North Road, Miramar	Page 164
Attachment 10.	i) TR 17-15 Ballance Street, Lambton	Page 165
Attachment 11.	j) TR 18-15 Blair Street, Te Aro	Page 166
Attachment 12.	k) TR 19-15 Courtenay Place, Te Aro	Page 167
Attachment 13.	l) TR 20-15 Garden Road, Northland	Page 168
Attachment 14.	m) TR 21-15 Onepu Road, Kilbirnie	Page 169
Attachment 15.	n) TR 24-15 Barnard Street, Wadestown	Page 170
Attachment 16.	o) TR 27-15 Cameron Street, Kaiwharawhara	Page 171
Attachment 17.	p) TR 28-15 South Karori Road, Karori	Page 172
Attachment 18.	q) TR 29-15 Linden Avenue, Tawa	Page 173
Attachment 19.	r) TR 30-15 Austin and Ellice Streets, Mt Victoria	Page 175

Author	Kelly Rumens, Project Coordinator
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publically advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

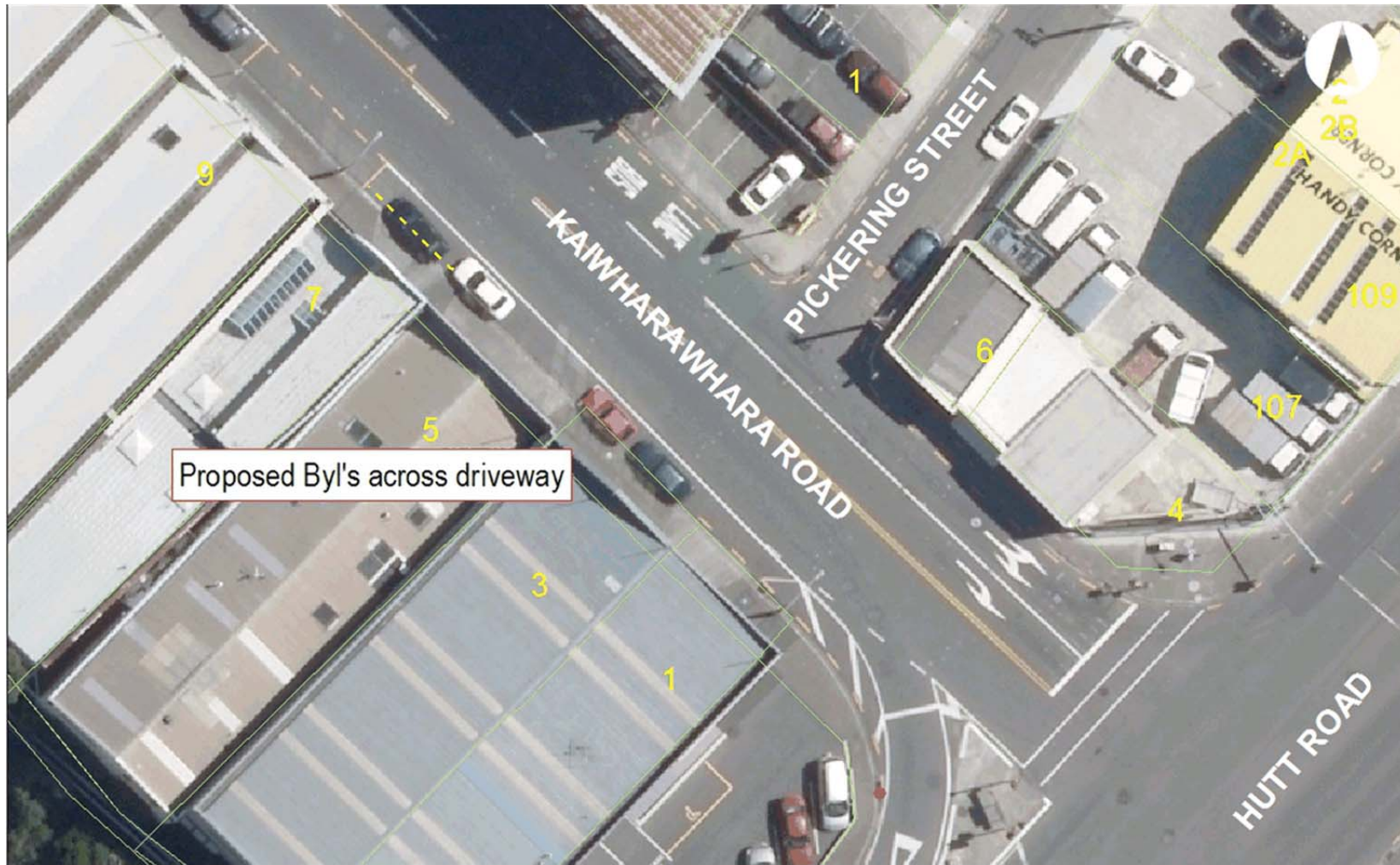
Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Item 2.5 Attachment 1



Kaiwharawhara Road Kaiwharawhara TR(2-15)
Proposed No Stopping across # 7 driveway

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

ORIGINAL MAP SIZE: A3
DATE: 10/12/2014
AUTHOR: 800121
REFERENCE:





Cranwell St Churton Park TR(4-15)- Amendment
Proposed No stopping on Cul-de-sac

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

0 5 10 20
metres
1:400

ORIGINAL MAP SIZE: A3
DATE: 24/03/2015
AUTHOR: 80/0121
REFERENCE:



Item 2.5 Attachment 3



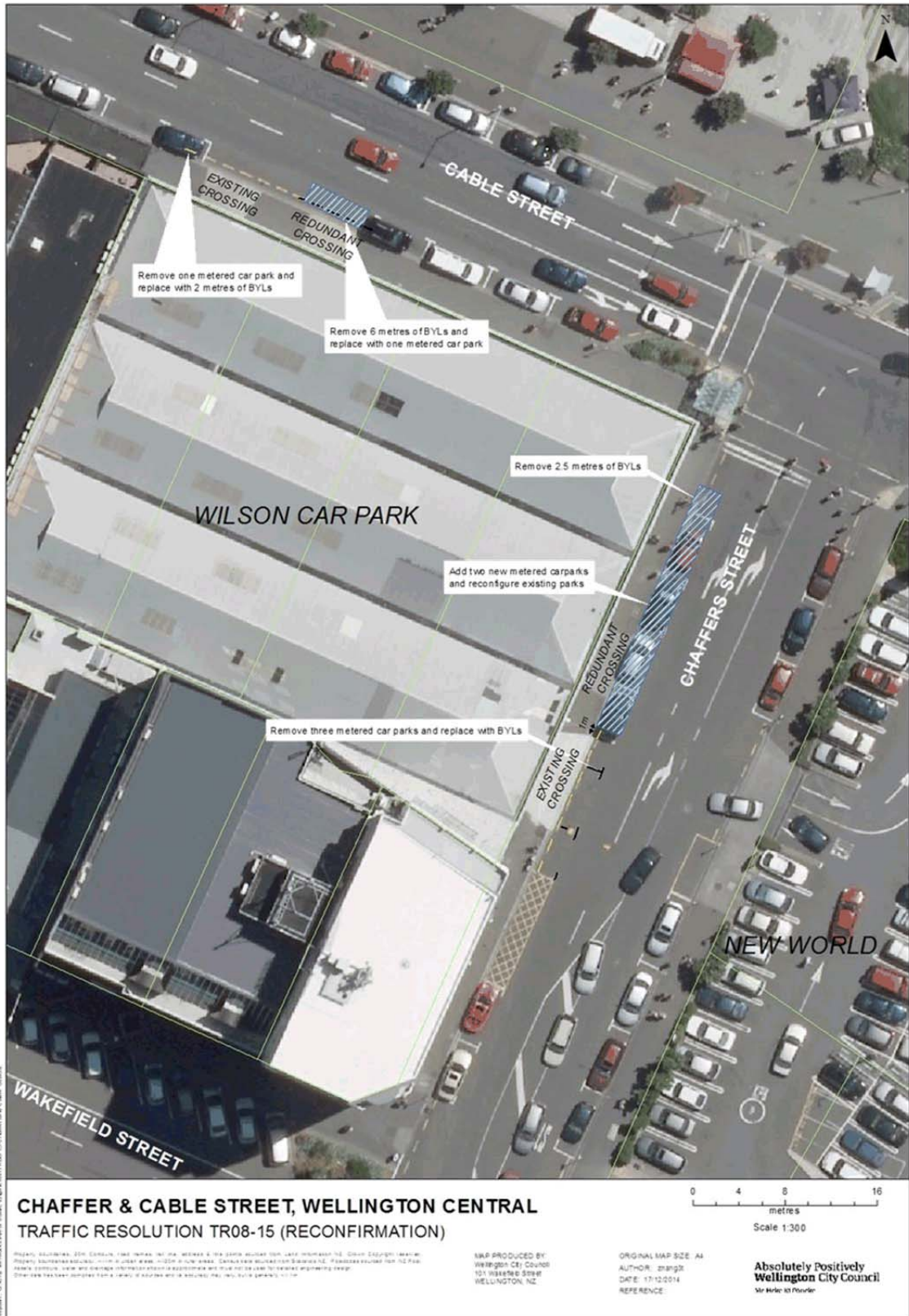
Cameron St Kaiwharawhara TR(5-15)
Proposed No stopping on turning circle



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

ORIGINAL MAP SIZE: A3
DATE: 15/12/2014
AUTHOR: 80/0121
REFERENCE:

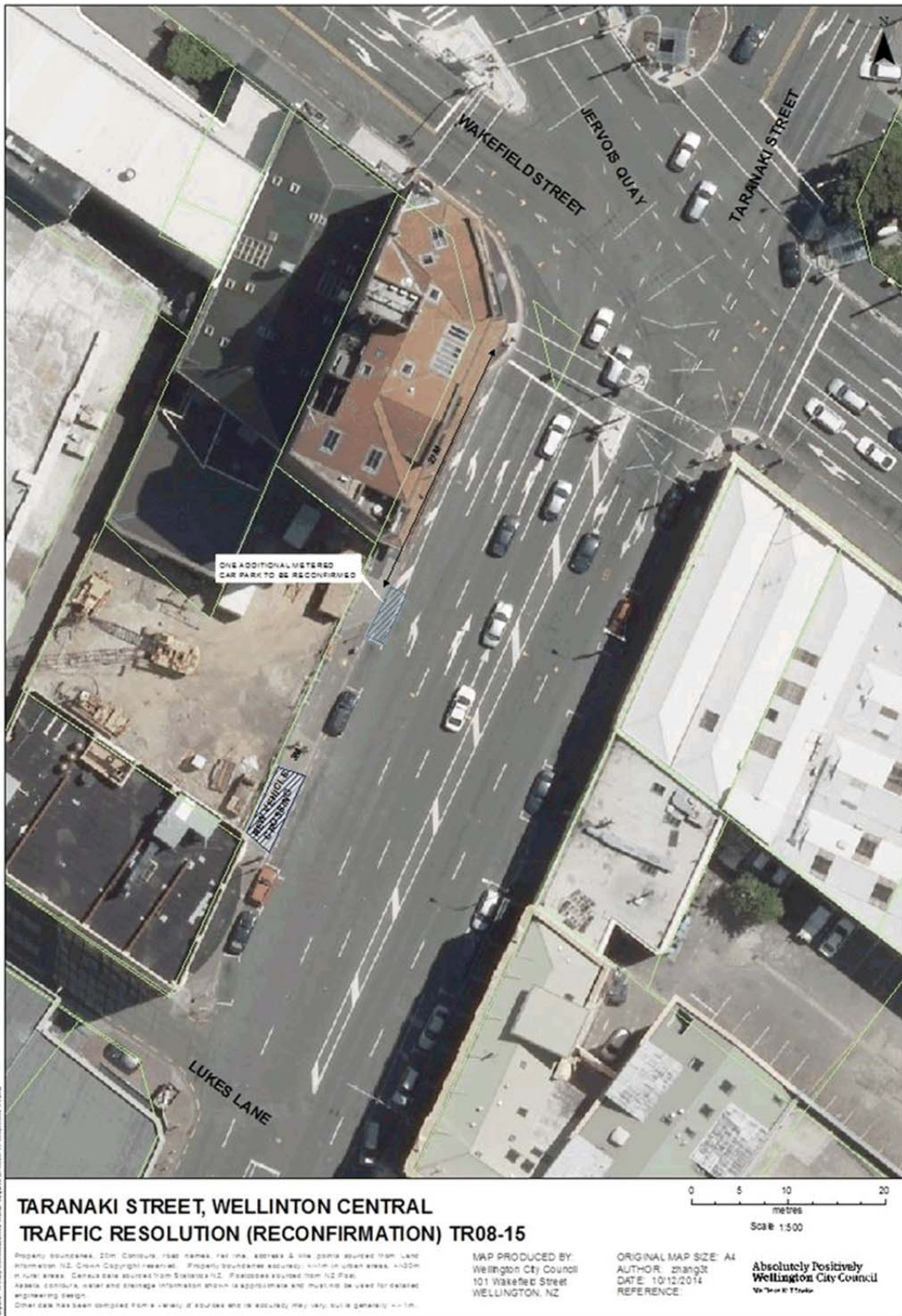


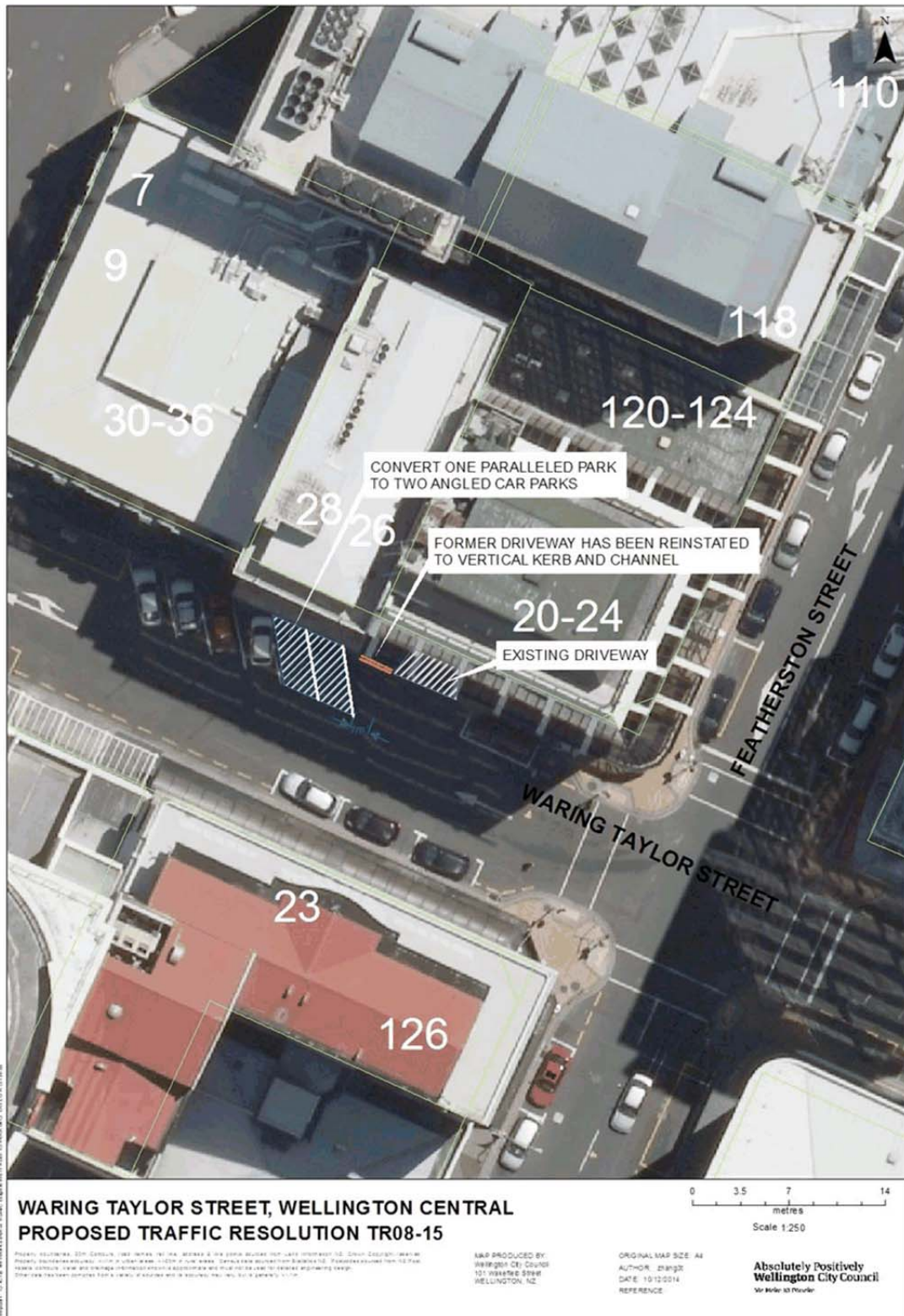


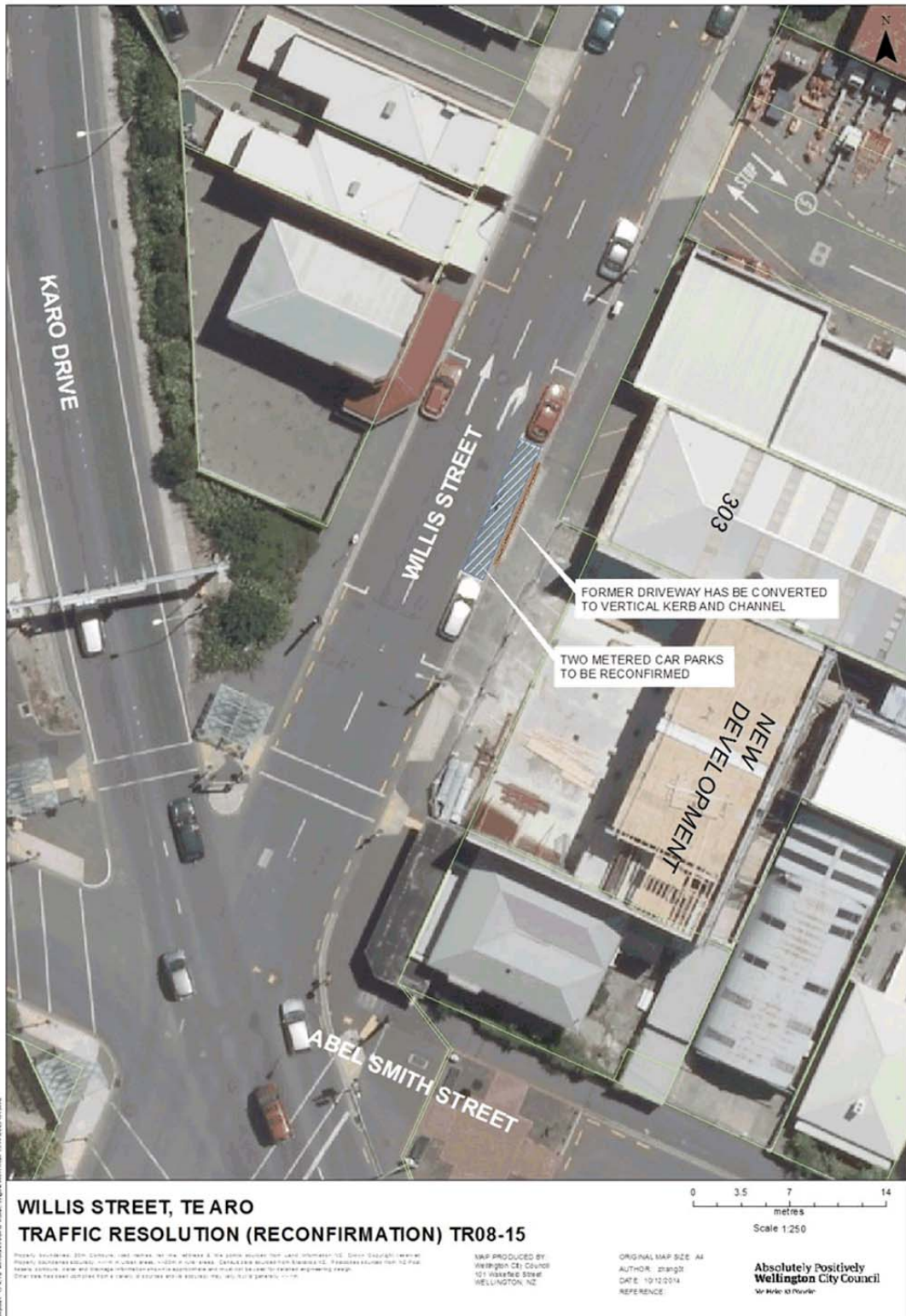




Item 2.5 Attachment 4











Item 2.5 Attachment 6

Proposed Traffic Resolution
(TR 09 - 15 - Alexandra Road)

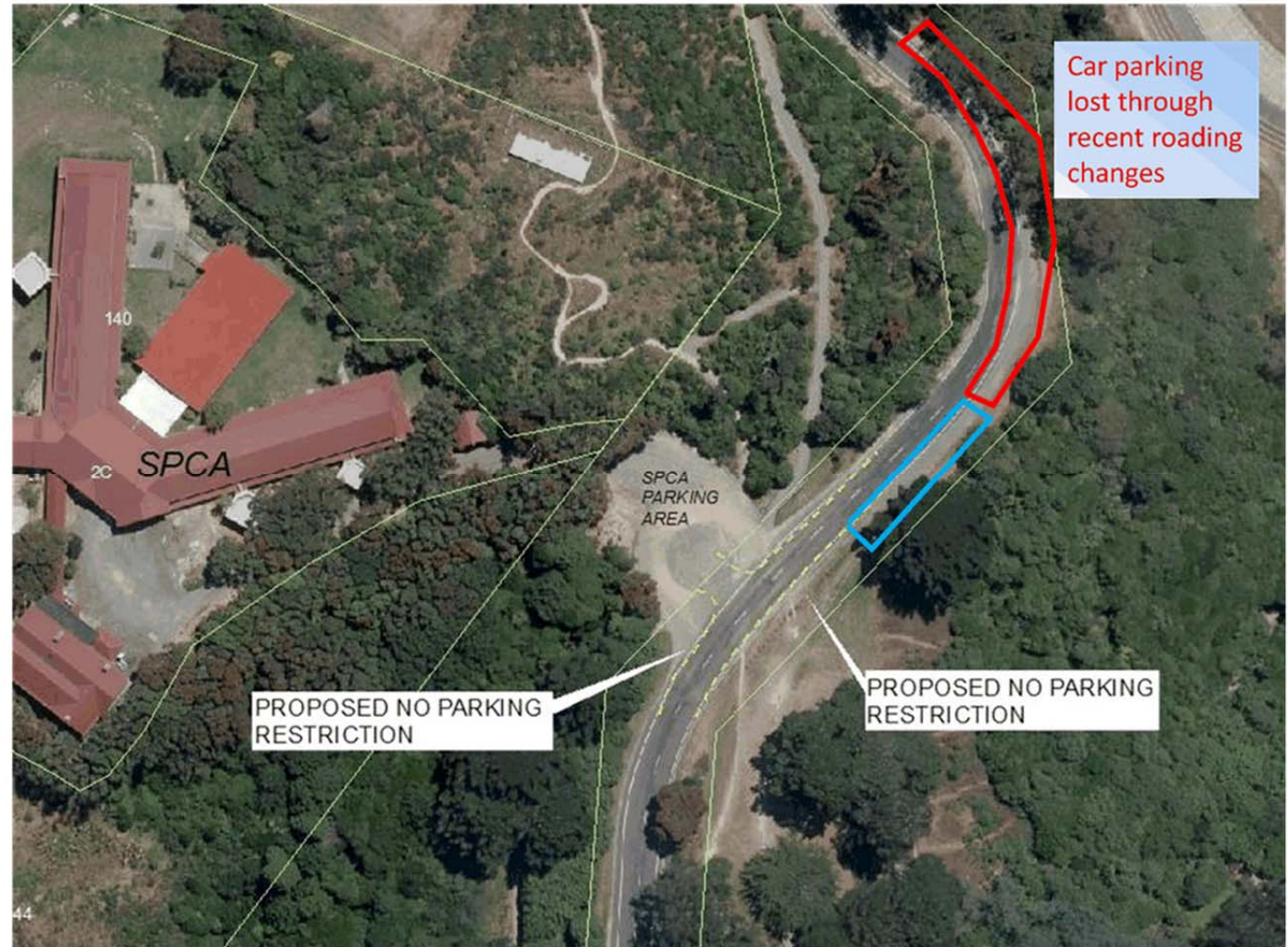


Supporting illustration to
feedback proposing
alternative solution



SPCA proposal
Allow parking in
this area

PAGE 1 of 3



Proposed Traffic Resolution
(TR 09 - 15 - Alexandra Road)

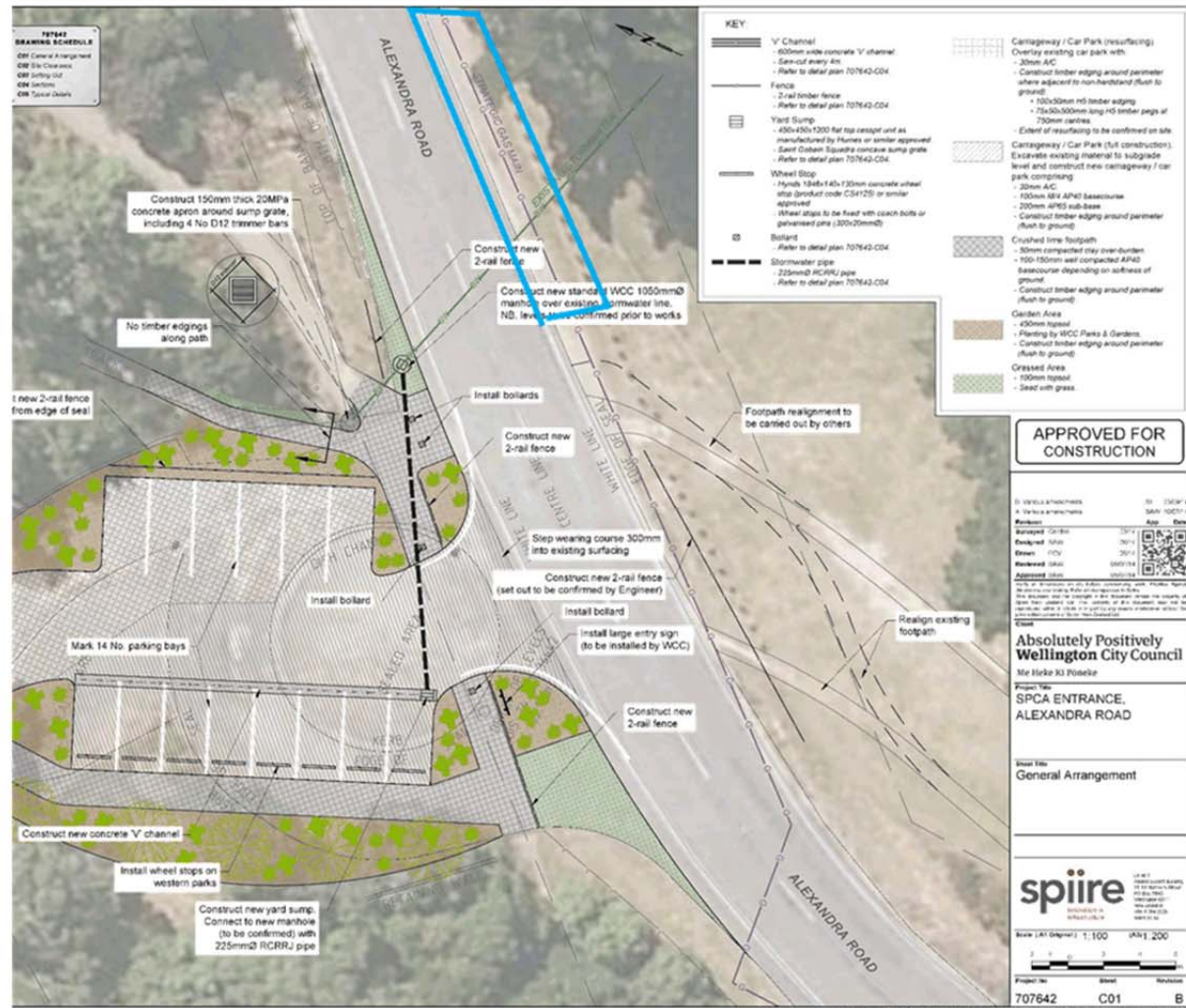


Supporting illustration to
feedback proposing
alternative solution



SPCA proposal
Allow parking in
this area

PAGE 2 of 3



Item 2.5 Attachment 6

Proposed Traffic Resolution
(TR 09 - 15 - Alexandra Road)



Supporting illustration to
feedback proposing
alternative solution

View from Southern end of
Alexandra road showing entrance
to Fever Hospital on left, and
illustrating where cars are now
parking.



PAGE 3 of 3



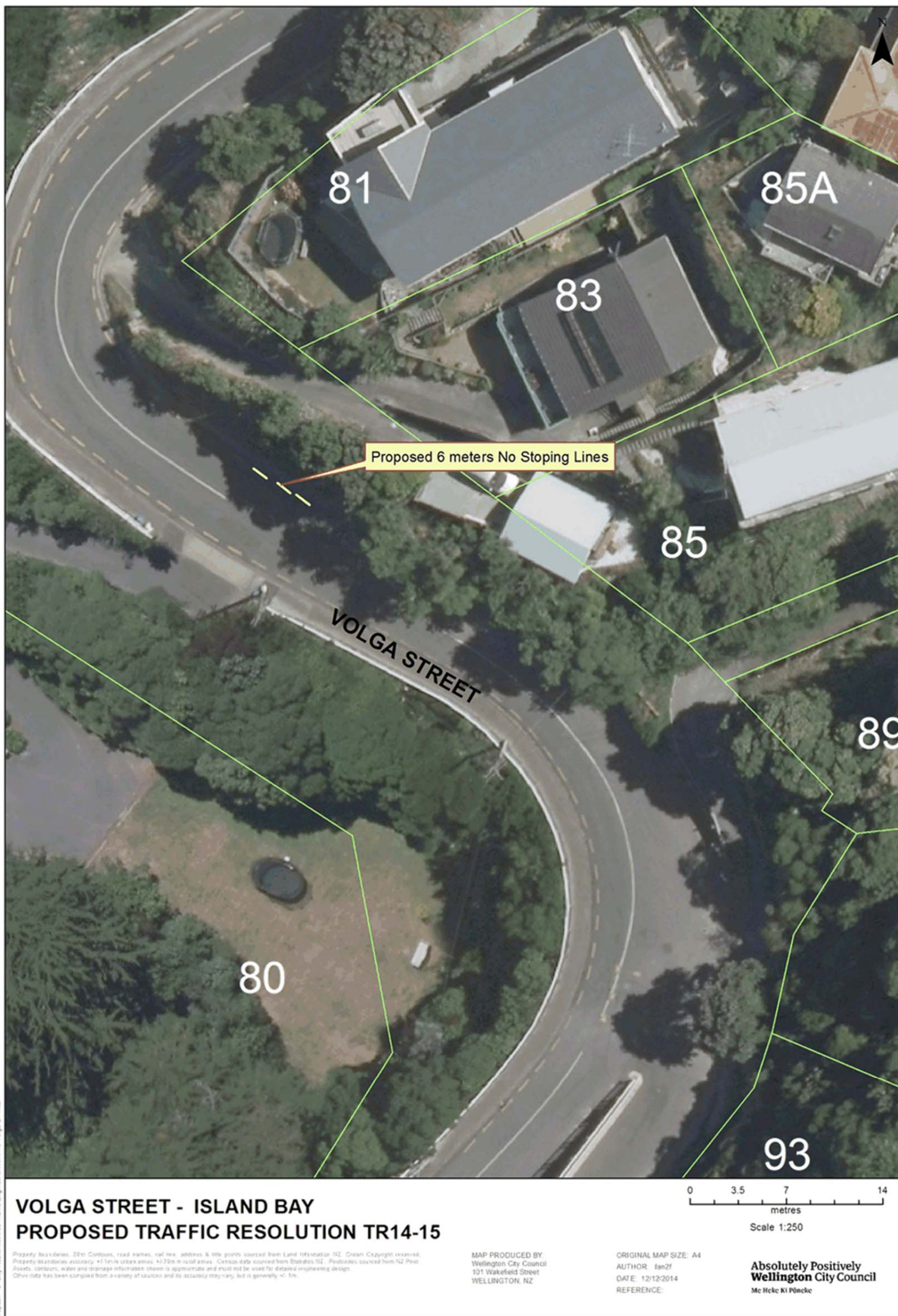
**YULE STREET, KIRBIRNIE
PROPOSED TRAFFIC RESOLUTION (TR12-15)**

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

0 5 10 20
metres
1:250

ORIGINAL MAP SIZE: A3
DATE: 10/12/2014
AUTHOR: fan2f
REFERENCE:

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





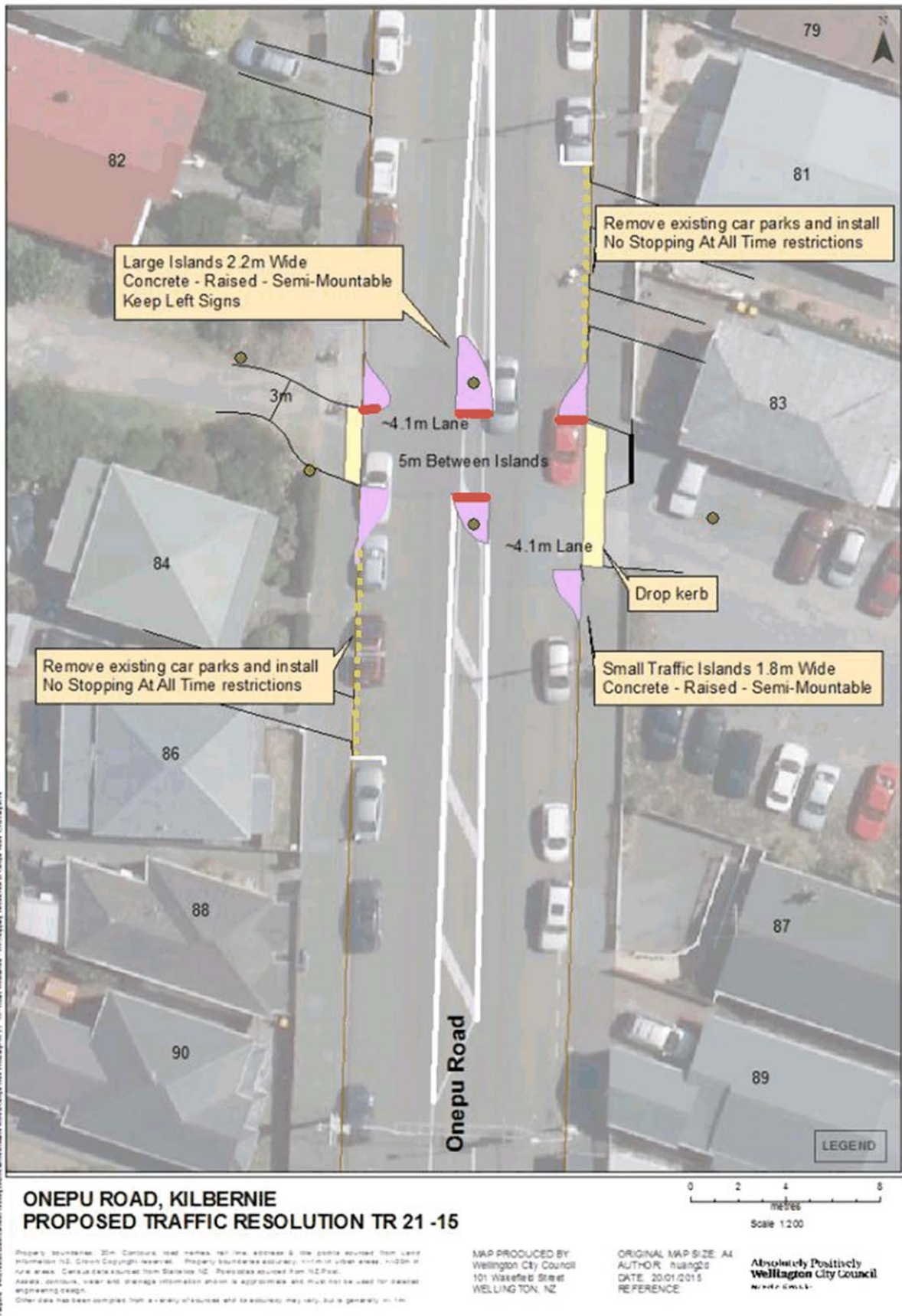


Item 2.5 Attachment 11





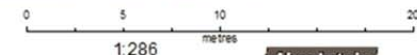




Item 2.5 Attachment 15



Barnard St Wadestown TR(24-15)-Modified
Proposed No Stopping restriction



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

ORIGINAL MAP SIZE: A3
DATE: 31/03/2015
AUTHOR: 30/01/12
REFERENCE:





Cameron St Kaiwharawhara TR(12 -15) - Modified
Proposed No stopping restriction

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

ORIGINAL MAP SIZE: A3
DATE: 27/03/2015
AUTHOR: 80/0121
REFERENCE:





Proposed P10 Parking and NO STOPPING Restrictions TR13-15
South Karori Road , KARORI

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

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

ORIGINAL MAP SIZE: A4
AUTHOR: kings2c
DATE: 2/02/2015
REFERENCE:





LINDEN AVENUE, TAWA, WELLINGTON
PROPOSED TRAFFIC RESOLUTION (TR14 -15)

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

0 5 10 20
metres
1:300

ORIGINAL MAP SIZE: A3
DATE: 30/01/2015
AUTHOR: IanZi
REFERENCE:

Absolutely
POSITIVELY
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL **Wellington**

Appendices

Appendix 1: Bus Stop Locations

Locations, as shown, of the three school bus stops on Austin and Ellice St's, Mt Victoria.

