
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9:15 am
Date: Thursday, 19 November 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster (Chair)
Councillor Free
Councillor Lee
Councillor Lester

Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz 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: 8 members

TABLE OF CONTENTS
19 NOVEMBER 2015

Business	Page No.
1. Meeting Conduct	5
1.1 Apologies	5
1.2 Conflict of Interest Declarations	5
1.3 Confirmation of Minutes	5
1.4 Public Participation	5
1.5 Items not on the Agenda	5

2. Petitions	7
2.1 Demand the Island Bay Cycle way be tested for safety by the formula in the Cycling Framework	7
3. General Business	9
3.1 Proposed District Plan Change 80: General Minor Amendments to District Plan Text and Maps VII	9
3.2 Traffic Bylaw Review 2015 - adoption of amended bylaw	65
3.3 Traffic Resolutions	95
3.4 Built Heritage Incentive Fund round 2 (of 3) 2015/16	255
3.5 Safe and Sustainable Transport Forum Update	287
3.6 2016/17 Letter of Expectation to Wellington Cable Car Ltd	295
3.7 Quarter One Report for Wellington Cable Car Ltd for the period ending 30 September 2015	299
3.8 Forward Programme 2015	311
4. Public Excluded	317
4.1 Proposed Land Acquisition	317

1 Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 Confirmation of Minutes

The minutes of the meeting for the Transport and Urban Development Committee held on 8 October 2015 (adjourned to reconvene on 22 October 2015), the minutes of the meeting for The Traffic Bylaw Review 2015 Subcommittee held on 8 October 2015 and 22 October 2015 and the minutes of the meeting for Safer Speeds Subcommittee held on 29 October 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. Petitions

DEMAND THE ISLAND BAY CYCLE WAY BE TESTED FOR SAFETY BY THE FORMULA IN THE CYCLING FRAMEWORK

Primary Petitioner: Maria van der Meel
Total Signatures: 33

Presented by: Maria van der Meel
Contact Officer: Paul Barker
Director Responsible: Anthony Wilson

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Background

1. The ePetition "Demand the Island Bay Cycle way be tested for safety by the formula in the Cycling Framework" was initiated by Maria van der Meel on 21 September 2015 and closed on 12 November 2015.
2. The Island Bay Cycle Way preliminary plan was approved by Councillors on the 24th of June while untested by the Cycling Framework Formula that determines whether the Councils plan is safer than what we have now. For the people of Island Bay this is extremely bad news and for the City as a whole another blow against public safety.
3. The Cycling Framework was designed to deliver safe cycle ways and on page 17 under comments states the following; We will only implement cycle ways if they are safer than what we have now. Safety considerations include: • Speed and mass differentials between modes • Minimum requirements • Crash history • Perceived safety barriers • How safety affects uptake of cycling.
4. The ePetition was open to all members of the public with internet access to the Council's website. It received 33 signatures.

Officers' response

1. The cycleway project in Island Bay had effective approval in December last year. The required changes to the traffic restrictions that would give effect to the approved plan were more recently approved by Council at its meeting of 24 June.
2. At that same meeting of Council the framework for future cycleway development was also approved, given that Island Bay was only seeking an endorsement of a previous committee approval there was no demand from Councillors to assess the project under the new framework.

-
3. Independent safety audits have been undertaken on both the preliminary and final designs and a further audit will be undertaken post construction.
 4. Work is underway with completion expected in February 2016.
 5. There is little merit in undertaking a review against the framework at this stage.

Attachments

Nil

3. General Business

PROPOSED DISTRICT PLAN CHANGE 80: GENERAL MINOR AMENDMENTS TO DISTRICT PLAN TEXT AND MAPS VII

Purpose

1. To seek approval from the Committee to publicly notify proposed District Plan Change 80 (DPC80). DPC80 relates to general minor amendments to District Plan provisions and zoning to assist the efficient operation of the District Plan.

Summary

2. This Plan Change comprises 28 separate minor changes to the District Plan. The changes include a number of minor re-zonings and text changes, predominantly involving clarifications and updates. The Plan Change is part of a regular 'maintenance' programme to aid the efficient functioning of the District Plan.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to publicly notify proposed District Plan Change 80, as set out in Attachment 1 of this report, in accordance with Schedule 1 of the Resource Management Act 1991.
3. Adopt the Section 32 Report attached as Attachment 2.
4. Agree to delegate to the Chairperson of the Transport and Urban Development Committee and the Chief Executive the authority to make any changes to the Plan Change document and the Section 32 report required as a result of decisions of this Committee, as well as minor editorial amendments, prior to Plan Change 80 being notified.

Background

3. During day-to-day administration of the District Plan, errors and ambiguities are occasionally encountered and recorded. The Council undertakes minor Plan Changes on a regular basis to address these minor problems. Plan Change 80 is the seventh of this kind.
4. In addition the plan change seeks to rezone a number of areas of Council housing that are currently zoned Open Space or Conservation. Rezoning will ensure these areas can continue to be maintained and upgraded to meet future housing needs.

Discussion

5. This section briefly outlines the proposed changes. The proposed changes are provided in the Plan Change document (Attachment 1), while further description and analysis is provided in the Section 32 report (Attachment 2).

Zone Changes

6. The Plan Change includes 3 categories of zone change:
- Council owned sites rezoned to reflect the lands residential use or intended residential use (5 sites);
 - reserve land areas/lots rezoned to ensure consistent zoning across a reserve management area (3 sites);
 - private properties that are currently incorrectly zoned (2 adjoining sites).
7. Council Housing – changes to reflect the actual or intended residential use of a site:
- Council housing at 190-209 Darlington Rd, Miramar – rezone from Conservation Site to Residential Outer.
 - Council housing at 49-69 Eponi St, Aro Valley – rezone from Open Space B to Residential Inner. Rezone the remainder of the site from Open Space B to Open Space C (consistent with the adjoining Town Belt).
 - Council housing at 150 Cockayne Rd, Khandallah – rezone from Open Space B to Residential Outer.
 - Council housing at 16 Punjab St, Khandallah – rezone from Open Space B to Residential Outer.
 - Council reserve at 23 Batchelor St, Newlands – rezone from Open Space A to Residential Outer (reserve revocation has already been agreed).
8. City Housing has identified the above properties within their housing portfolio that sit within wider Council reserve areas. The current zoning does not reflect how the sites are used and managed and any development (including minor upgrades such as providing sheds or carports) would require a resource consent. The residential uses have been long established and it is appropriate that continued residential development is permitted. To ensure these sites can continue to be managed and used for residential activities it is proposed to rezone the portion of the site containing the houses residential.
9. 23 Bachelor Street, was a local purpose reserve, originally taken to enable the development of a Community Centre. Council has since developed a Community Centre in the Newlands Town Centre and the reserve is no longer required. The reserve status has been revoked and the areas has been declared surplus to requirements. Rezoning of the site to residential will allow residential development close to the town centre and public transport.
10. *Council Reserves - changes to make the zoning across a reserve area consistent*
- Truby King Park Melrose – rezone one lot from Residential Outer to Open Space B.
 - Bolton St Memorial Park – rezone the Open Space A portion to Open Space B.

- Wilf Mexted Reserve, 11 Collins Ave Tawa – rezone a portion from Business 2 area to Conservation Site.
11. The above rezonings are to ensure consistency across a reserve management area or correct mapping errors.
12. *Residential*
- Private Property at 14- 16 Kotinga Street, Melrose are proposed to be rezoned from Open Space B to Residential Outer
13. Both properties contain private dwellings and are zoned Open Space B. The properties have never been in Council ownership or used for open space purposes. The rezoning is simply to correct a mapping error that has occurred in the District Plan.

Clarifications and Corrections

14. A range of clarifications and corrections to the Plan were identified when Plan Change 72 (Residential) and Plan Change 73 (Centres and Business Areas) were made operative.
- Appendix 7 Residential Chapter (Silverstream Rd) – amendments to correct a reference to an Earthworks Rule.
 - Residential Rule 5.3.3 early Childhood Centres – amendments to include a reference to the car parking standard.
 - Business 1 Area Maximum Height Standards 34.6.2.1– amendments to include height standards for Glenside Business 1 Areas, Ngauranga Business 1 Area and Fraser Ave Business 1 Area.
 - Centres Height Standard 7.6.2.1.1 – amendments to classify Centre zoned properties in Park Rd and Rotherham Tce, Miramar as Neighbourhood Centres.
 - Residential Height Standard 5.5.2.5.5 – amendments to delete generic reference to ‘rules’ and specifically refer to residential standards 5.6.2.5.1 and 5.6.2.7.
 - Residential Policy 4.2.7.3 – amendments to include a reference to Central Area Policy 12.2.1.2 (avoiding expansion of the Central Area into adjoining Residential Areas).
 - Residential standards 5.6.2.7.1 and 5.6.2.9.3 9 (Height of Infill development) – amendments to correct the reference to slope ratio and slope angle.
 - Business 1 Area Rule – amendment to remove adequate onsite car parking as a matter of discretion (car parking is not a requirement for residential uses in Business 1 Areas).

Mapping Clarifications

15. One mapping clarification has been identified:
- 17 Glover St (Legal Rd) – zone to Business 2 Area.

Rule Changes

16. PC72 and 73 have been partially operative for a number of years and fully operative since 2104. As the rules have been put into practise, a number of unintended consequences, omissions or inconsistencies have been identified in a range of

Residential, Centres or Business Area rules and standards. The following amendments seek to correct these errors.

- Residential Rule 5.3.4, Centres Rule 7.3.7 and Business Areas Rule 34.3.9 (Structures that do not comply with the permitted activity standards) – amendments to the non-notification clause to make Greater Wellington Regional Council an affected party in relation to setbacks (yards) from the Porirua Stream only (rather than all streams and the coastal marine area). The amendments will also ensure that neighbours are an affected party for buildings that do not meet the side yard requirement in the Residential Area.
- Residential Rule 5.3.7 (Multi Unit Developments) – amendments to clarify that the rule applies to additions and alterations to existing multi-unit developments.
- Residential Standard 5.6.2.9 (Additions and Alterations to buildings with an existing non-compliance) – amendments to reinstate the side note that was included with PC56. The side note provides additional information on how the Rule relates to Section 10 RMA (existing use rights).
- Residential height standard 5.6.2.5.1- amendments to include a maximum height for an accessory building of 3.5m.
- Central Area noise standard 13.6.2.1.3 – amendments to ensure the standard applies to all electronic sound systems, not just those operating prior to 2007.
- Residential Vehicle access Standard 5.6.1.4 – amendments to make the standard easier to read and to remove reference to primary and secondary streets.

Updates

17. The following are changes to incorporate updated information into the Plan or remove outdated information
 - Section 3.2.3.6 (Information be provided with a Subdivision consent) – amendments to remove reference to Wellington Record Sheets (which are no longer used).
 - Section 3.10 Definition of Noise Emission Level – amendments to include reference to the most recent Construction Noise Standard and include exemptions for work that cannot meet the standard.
 - Central Area Noise Standard 13.6.1 – amendments to the side note to include reference to the most recent Construction Noise Standard.

Consultation

18. Council Officers have informed residents groups and surrounding neighbours of Council's proposal to rezone Council housing areas. Council received a small number of enquiries as a result of those letters. The majority of enquiries were simply seeking additional clarification either about the zoning or the process.
19. Letters were also sent to property owners in the Centres and Business Areas where it is proposed to include a maximum height requirement or change the Centres classification to Neighbourhood. One enquiry from a property owner was received.
20. The owners of 14 and 16 Kotinga St were informed of Council's intention to correct the zoning of their property. No enquiries were received.

Conclusion

21. All of the above proposed changes and rezonings are considered minor in nature. If approved for notification, they will enable errors to be corrected, create more appropriate zonings that recognise and provide for the efficient use of the land, and allow for the efficient administration of the District Plan.

Attachments

Attachment 1.	Plan Change Document	Page 15
Attachment 2.	Alterations to Volume 3 (Maps)	Page 26
Attachment 3.	Section 32 Report	Page 36

Author	Alison Newbald, Senior Advisor Planning
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Consultation has been undertaken with the neighbours, residents groups and owners of properties affected by the rezoning and Height standards changes. Notification of the Plan Change will allow interested parties to make a submission.

Treaty of Waitangi considerations

All District Plan work is required to take into account the principles of the Treaty of Waitangi (under section 8 of the Resource Management Act 1991).

Financial implications

Part of the ongoing project to maintain and update the District Plan. There are no financial implications other than the cost of processing the Plan Change.

Policy and legislative implications

The proposed amendments and corrections accord with Council policy. Legal advice will be sought where relevant.

Risks / legal

There are no direct legal implications.

Climate Change impact and considerations

N/A

Communications Plan

N/A

Plan Change Document

Wellington City District Plan

Proposed District Plan Change 80

General Minor Amendments to District Plan Text and Maps VII

ALTERATIONS TO THE WELLINGTON CITY DISTRICT PLAN

Detailed below are changes relating to:

To assist the understanding of the amendments, proposed amendments to District Plan maps are included as appendices to this document.

The proposed new provisions (as notified) are shown as underlined, and deleted provisions are shown as struck through.

Key to Changes	
Abcdefghijklmnop	Existing unaltered text
<u>Abcdefghijklmnop</u>	Text recommended to be added
Abcdefghijklmnop	Text recommended to be deleted

A. ALTERATIONS TO VOLUME 1 - TEXT

1. Amend Chapter 3, Section 3.2 information to be Submitted with an Application for a Resource Consent

- 3.2.3.6 **Site plans.** Site plans must be supplied. They must be drawn to an appropriate stated metric scale to show sufficient detail of the proposal to enable Council to determine its effects [(eg. 1:200, 1:500)]^{PC56}. If the plans are larger than A3 size copies reduced to A3 must also be provided. The site plans must show:

- a north point accurately orientated
- a unique plan number and title describing the proposal and the site
- ~~Wellington City Council record sheet numbers~~
- ...

2. Amend Chapter 3.10 Definition of Noise Emission Level

[**NOISE EMISSION LEVEL**: means the noise level measured and assessed in accordance with NZS 6801: 2008 "Acoustics - Measurement of Environmental Sound" and NZS 6802: 2008 "Acoustics - Environmental Noise", where this Plan or conditions of consent refer to the $L_{Aeq(15min)}$ descriptor and in accordance with NZS 6801: 2008 "Acoustics – Measurement of Environmental Sound" and NZS 6802: 2008 "Acoustics – Environmental Sound" where this Plan or conditions of consent refer to the $L_{(10)}$ descriptor, except as expressly provided for in this Plan.

In addition:

- The assessment of cumulative effect of activities (with the exception of road traffic noise) shall be determined. Measurement of noise shall be made in such a way that as far as reasonably practical, the contribution of individual activities creating the noise shall be identified.
- The

Noise from high energy impulsive sounds are not adequately controlled using the current New Zealand Standards. Activities that emit noise with such characteristics are generally likely to cause greater annoyance than assessment using Rules within this Plan would indicate. The impact of such activities would be assessed by reference to Section 16(1) of the Resource Management Act.

- Noise from construction, maintenance and demolition activities, including those associated with the urgent repair of utilities to maintain continuity of service, on any site or on any road shall comply with, and be measured and assessed using, the recommendations of ~~NZS6803P:1984~~ NZS6803:1999 Construction Noise except:
 - Work on public highways, railways and the Airport;
 - Work on domestic roads where construction work will cause traffic congestion;
 - In the Central Area where construction work will endanger the safety of pedestrians and the footpath cannot be closed during the day;
 - In the Central Area where the best practicable option to reduce noise to a reasonable level requires construction work to be undertaken outside normal working hours;

Nothing in the noise rules shall be used to prevent emergency work from taking place. Such work would arise from the need to protect life or limb or minimise or prevent loss or serious damage to property or minimise or prevent environmental damage.

- Where in noise rules...

3. Amend Chapter 4 Residential Policies, Explanation to Policy 4.2.7.3

...

Because non-residential activities can impact adversely on the amenities of Residential Areas, control over these has been maintained in the District Plan. Council aims to ensure that any non-residential activity is of a scale and character that is in keeping with its surroundings as this is important to protect residential amenities. The rules will enable the full effects of a proposal to be evaluated and where necessary, protective measures to be sought. For non-residential activities in Inner Residential Areas adjoining the Central Area consideration should also be given to Policy 12.2.1.2.

.....

4. Amend Residential Rule 5.3.3 Early Childhood Centres – car parking provision

5.3.3	Early childhood education centres catering for up to 30 children (including the construction, alterations of or addition to buildings associated with early childhood education centres), are Discretionary Activities (Restricted) in respect of:	<i>If the proposal does not comply with the standards for buildings and structures in section 5.6.2 then Rule 5.3.4 applies in addition to this rule.</i>
5.3.3.1	site layout and landscaping	
5.3.3.2	townscape character	
5.3.3.3	vehicle parking	
5.3.3.4	site access	
5.3.3.5	noise insulation (for sites within the Airport Air Noise Boundary shown on Map 35 or the Port Noise Affected Area shown on Map 55)	
5.3.3.6	noise mitigation measures	

provided that the early childhood centre complies with the standards specified in 5.6.1.1 (noise), 5.6.1.2 (fixed plant noise), 5.6.1.3 (vehicle parking) and 5.6.1.4 (site access). Any construction, alteration of, or addition to buildings or structures must comply with the standards in 5.6.2 (buildings and structures)

5. Amend Chapter 5 Residential Rule 5.3.4 Residential Buildings and Structures – Non-notification clause

Non-notification

In respect of items 5.3.4.6 (accessory building height), 5.3.4.9 (hazard (fault line), 5.3.4.12 (noise insulation – airport), and 5.3.4.13 (noise insulation – port noise) applications will not be publicly notified (unless special circumstances exist) or limited notified.

~~In respect of item 5.3.4.2 (yards) applications will not be publicly notified (unless special circumstances exist) or limited notified, except that Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 5.6.2.2.10.~~

In respect of item 5.3.4.2 (yards) Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 5.6.2.2.11 in relation to Porirua Stream and tributaries.

In respect of rule ...

6. Amend Chapter 5 Residential Rule 5.3.7 – Existing Multi Unit developments

Multi-unit Developments

- 5.3.7 The construction, alteration of, and addition to residential buildings, accessory buildings and residential structures, where the result will be a multi-unit development; OR the addition or alteration to an existing multi-unit development; are a Discretionary Activity (Restricted) in respect of:
- 5.3.7.1 design (including building bulk, height, and scale), external appearance, and siting (including landscaping, parking areas, vehicle manoeuvring and site access)
- 5.3.7.2 provision of parking and site access
- 5.3.7.3 the efficient use of land on any site within an Area of Change
- 5.3.7.4 traffic effects
- 5.3.7.5 the visual character of the coastal escarpment on any site in the Residential Coastal Edge

7. Amend Chapter 5 Residential Vehicle Access Standards 5.6.1.4

5.6.1.4 Site Access

~~5.6.1.4.1 No vehicle access is permitted to a site across any restricted road frontage identified on District Plan Maps 43 to 45.~~

There shall be a maximum of one vehicular access to a site except:

- No vehicle access is permitted to a site across any restricted road frontage identified on District Plan Maps 43 to 45
- A site with more than one road frontage may have one access per frontage (unless the second frontage is to a State Highway, or a restricted road frontage on Maps 43-45)

5.6.1.4.2 Site access for vehicles must be formalised by a legal right of way instrument where not directly provided from a public road, and must be provided and maintained in accordance with section 3 of the joint Australian and New Zealand Standard 2890.1 – 2004, Parking Facilities, Part I: Off-Street Car Parking.

~~5.6.1.4.3 There shall be a maximum of one vehicular access to a site, except that a site with more than one road frontage may have one access per frontage (unless the second frontage is to a State Highway).~~

5.6.1.4.4 The maximum width of any vehicular access is:

- 3.7 metres in the Inner Residential Area and within the Residential Coastal Edge
- in Medium Density Residential Areas 3.7 metres for sites containing up to 6 units, and 6.0 metres for sites containing 7 or more units.
- 6.0 metres in the Outer Residential Area (excluding the Residential Coastal Edge)

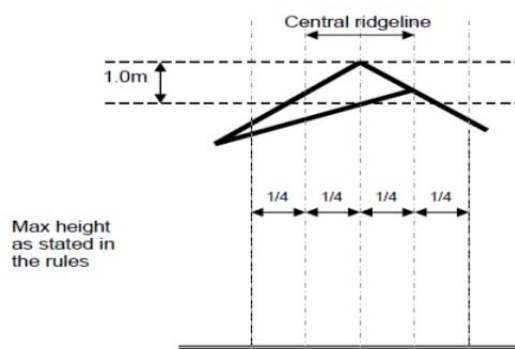
~~5.6.1.4.5 On sites with frontage to a secondary street no access shall be provided to a primary street or state highway.~~

8. Amend Chapter 5 Residential Height Standards 5.6.2.5

.....

5.6.2.5.4 Any accessory building erected between the street frontage and an existing residential building on a site in the Inner Residential Areas shown in Appendix 1, shall have a maximum height of 3 metres (measured from ground level directly in front of the proposed accessory building). In all other Residential Areas an accessory building shall have a maximum height of 3.5m

5.6.2.5.5 In Residential Areas (excluding the Oriental Bay Height Area) an additional 1m metre can be added to the maximum height (stated in the rules standards 5.6.2.5.1 or 5.6.2.7) of any building with a roof slope of 15 degrees or greater (rising to a central ridge) as illustrated on the following diagram:



.....

9. Amend Chapter 5 Residential Standards 5.6.2.7.1 Maximum height of Infill development

5.6.2.7.1 On sites in the Outer Residential Area with a site area of less than 800m² the maximum building height of an Infill Household Unit shall be:

- 4.5 metres on a building site that has a slope of no more than ~~3:1~~ 1:3 (approximately ~~15-18~~ degrees)
- 6.0 metres on a building site that has a slope of more than ~~3:1~~ 1:3 (approximately ~~15-18~~ degrees)

10. Amend Residential Standard 5.6.2.9.3 Alteration and Additions to buildings with an existing non-compliance

5.6.2.9 Alterations and additions to buildings with an existing non-compliance

- 5.6.2.9.1 Any alteration, including the insertion of windows, must be contained within the existing building volume. *NB: failure to meet the requirements of Standard 5.6.2.9 does not preclude an assessment of the*
- 5.6.2.9.2 Any addition must not increase the degree of non-compliance of the building. *assessment of the*
- 5.6.2.9.3 When the existing building exceeds the standards for height

(5.6.2.5) or building recession planes (5.6.2.8) any addition that increases the footprint of the existing building must not exceed a building height of:

- 4.5 metres on a building site that has a slope of no more than ~~3:1~~ 1:3 (approximately ~~15-18~~ degrees)
- 6.0 metres on a building site that has a slope of more than ~~3:1~~ 1:3 (approximately ~~15~~ 18 degrees)

proposed works against s10 of the RMA. Where proposed works fail to meet standard 5.6.2.9 and section 10 of the RMA, then the proposed works will be assessed against the relevant items of Rule 5.3.4

11. Amend Chapter 5 Residential, Appendix 7:

2. Rule ~~30.1.1~~ 30.2.1 of the Plan (relating to earthworks) shall not apply and the following rule will apply:

All earthworks and associated structures, which are not a Permitted Activity, will be a Discretionary Activity (Restricted) in respect of:

1. earthworks stability
2. erosion, dust and sediment
3. flooding hazard
4. earthworks associated with streams and wetlands
5. Visual amenity – general
6. Transport of material
7. The effects on any water body or coastal water arising from contaminants associated with earthworks
8. Erosion, falling debris, subsidence, slippage, or inundation from any source.

12. Amend Chapter 7 Centres Rule 7.3.7– Non notification clause:

Non-notification/ service

In respect of Rule 7.3.7.5 (yards) applications will not be publicly notified (unless special circumstances exist) or limited notified, except that Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 7.6.2.5.1 in relation to Porirua Stream and tributaries.

In respect of the following items applications will not be publicly notified (unless special circumstances exist) or limited notified:

- 7.3.7.7 (primary and secondary street frontages and display windows)
- 7.3.7.9 (noise insulation and ventilation)

This non notification clause does not apply to applications for the properties zoned centres between 68-82 Aro Street.

13. Amend Centres Area Height Standards 7.6.2.1 – Maximum Building Height - Classification as Neighbourhood Centre

7.6.2.1 Maximum building height

7.6.2.1.1 No building or structure shall exceed the building height as listed in Table 1 below:

Table 1:

Centre	Height (standard 7.6.2.1.1)	Planning Map No.
Sub-Regional Centres		
Johnsonville	See Appendix 1 for Zone Boundaries	
• Zone 1	12m	23
• Zone 2	18m	23
Kilbirnie	12m	6
Town Centres		
Karori	12m	11
Miramar – Miramar Ave, Park Road, cnr of Rotherham Terrace and Para Street	12m	7
....		
District Centres		
...
Neighbourhood Centres		
...
<u>Miramar</u>	9m	7
- <u>Cnr park Rd and Brussels St</u>		
- <u>Cnr Park rd and rex Street (east and west of Park Rd)</u>		
- <u>Cnr Park Rd an Rotherham Tce</u>		
- <u>Cnr Para St and Rotherham Tce</u>		
....

14. Amend Chapter 13 Central Area Noise Standard 13.6.2.1.3

<p>13.6.2 ACTIVITIES STANDARDS</p>	<p>These standards apply to all activities in the Central Area</p>
<p>13.6.2.1 Noise</p> <p><i>Note, all activities</i></p> <p>13.6.2.1.1</p> <p>13.6.2.1.2</p> <p>13.6.2.1.3 The Noise Emission Level in any public space (including streets and parks) generated by electronic sound systems (operating prior to 8 October 2007) shall not exceed 75dB LAEQ (15 MIN) when measured over any 2 minute period. In any event the measurements shall be made no closer than 0.6 metres from any part of a loudspeaker and at a height no greater than 1.8 metres (representative of the head of a passer-by).</p> <p>13.6.2.1.4</p>	<p><i>Note, the term Noise Emission Level is defined in Section 3.10.</i></p> <p><i>For noise from construction, maintenance and demolition activities, including those associated with urgent repair of utilities to maintain continuity of service, on any site or on any road shall comply with, and be measured and assessed using the recommendations of NZS6803P:1984 The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work. NZS6803:1999 Construction Noise (except as outlined in the definition of Noise Emission Level in Section 3.10)</i></p>

15. Amend Chapter 34 Business Area Rule 34.3.6 - Buildings for residential purposes (renumber accordingly)

<p>34.3.6 The construction of new buildings, or the conversion of existing buildings, for residential activities on any site, within Business 1 Areas are a Discretionary Activity (Restricted) in respect of:</p> <p>34.3.6.1 design, external appearance and siting</p> <p>34.3.6.2 the location and type of buildings or structures</p> <p>34.3.6.3 residential amenity</p>	<p><i>If the activity does not comply with standards for buildings and structures in 34.6.2, Rule 34.3.9 applies in addition to this Rule.</i></p> <p><i>Building work covered by Rule 34.3.6 will be assessed against the</i></p>
--	--

- 34.3.6.4 site layout, parking and site access
- ~~34.3.6.5 adequate on-site car parking provision~~
- 34.3.6.6 provision for pedestrian movement
- 34.3.6.7 site landscaping

provisions of the Residential and Business Areas Design Guide. Applications require a Design Statement as required by section 3.2.4.

Except that this rule does not apply to the following:

- any development within the Shelly Bay Business Precinct Area (see Rule 34.3.7)
- any residential development on sites contained within the airnoise boundary as depicted on Planning Map 35 (see Rule 34.4.7)

16. Amend Chapter 34 Rule 34.3.9 – Non notification clause:

...

Non-notification/ service

In respect of Rule 34.3.9.4 (yards) applications will not be publicly notified (unless special circumstances exist) or limited notified, except that Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 7.6.2.5.1 in relation to Porirua Stream and tributaries.

In respect of the following items applications will not be publicly notified (unless special circumstances exist) or limited notified, except that Transpower New Zealand Limited may be considered to be an affected party to any application located within 32 metres of a high voltage transmission line:

- 34.3.9.4 (yards)
- 34.3.9.7 (verandahs)
- 34.3.9.10 (noise insulation and ventilation)

17. Amend Business Area Maximum Height Standard 34.6.2.1 – Fraser Ave Business Area, Glenside Business Area, Ngauranga Business Area

34.6.2.1.1 Maximum building height

Table 1:

Area	Height (standard 34.6.2.1.1)	Planning Map No.
Business 1 Areas		
Glenside	15m	26
...
<u>Ngauranga</u>	<u>18m</u>	<u>22</u>
<u>Glenside</u>	<u>15m</u>	<u>26</u>
<u>Fraser Ave</u>	<u>12m</u>	<u>23</u>
.....		

B. ALTERATIONS TO VOLUME 3 MAPS

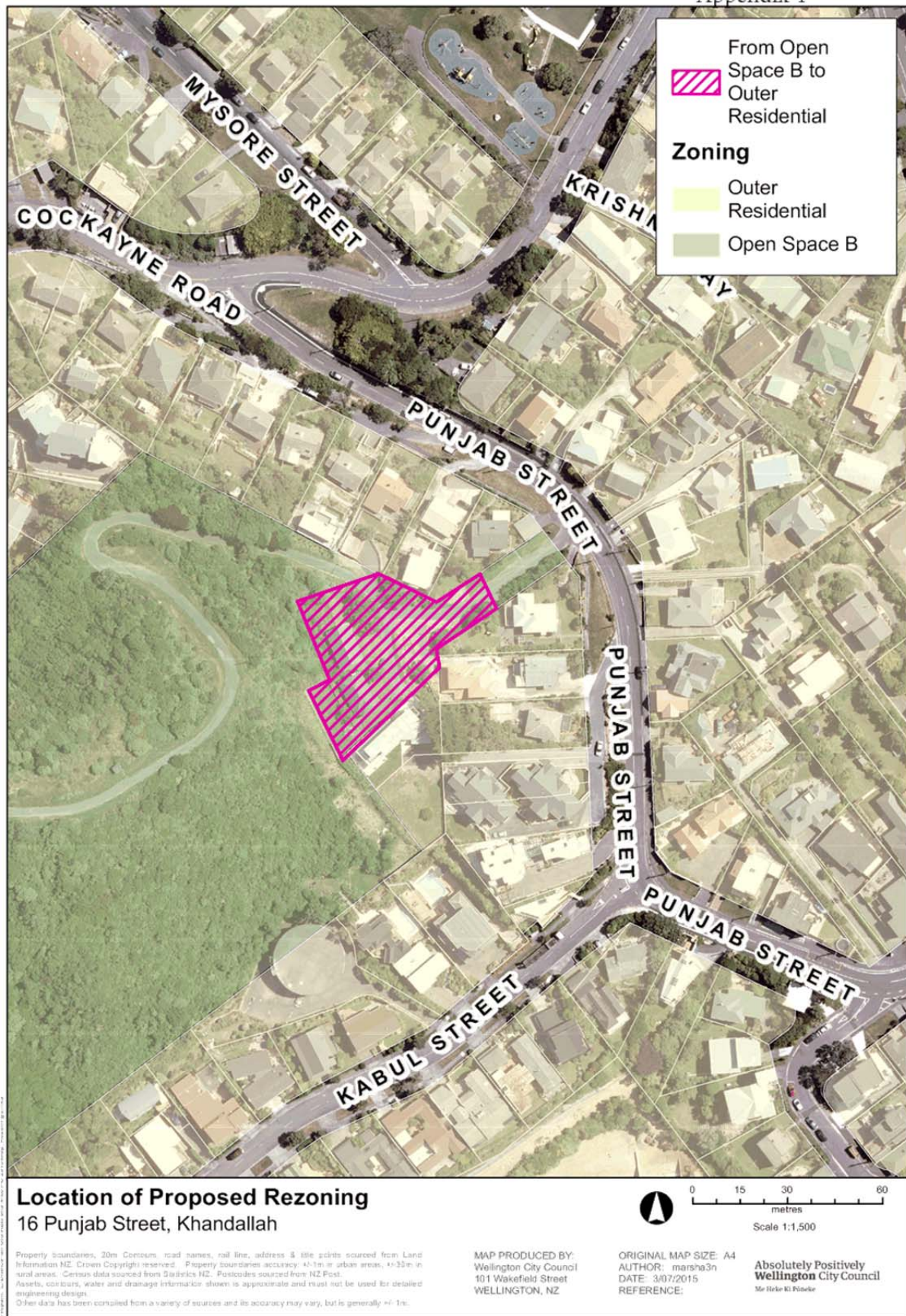
18. Rezone 190-209 Darlington Rd Miramar (Part Lot 2 DP10854), as shown in Appendix 1 from Conservation Site to Outer Residential. Amend Planning Map 13 accordingly.
19. Rezone part 49 - 58 Epuni St (Pt Sec 30 and 32 Town of Wellington) Aro Valley, as shown in Appendix 2, from Open Space B to Residential Inner; and rezone 67 Epuni (Pt Sec 34 and 36 Town of Wellington) from Open Space B to Open Space C. Amend Planning Map 11 accordingly.
20. Rezone 150 Cockayne Rd, Khandallah (Part Lot 93 DP 16298) as shown in Appendix 3, from Open Space B to Residential Outer. Amend Planning Map 21 accordingly
21. Rezone 16 Punjab St, Khandallah (Part Lot 2 DP 11829), as shown in Appendix 4 from Open Space B to Residential Outer. Amend Planning Map 21 accordingly.
22. Rezone 23 Batchelor St, Newlands (Lot 6 DP30961) as shown in Appendix 5 from Open Space B to Residential Outer. Amend Planning Map 23 accordingly.
23. Rezone part of Truby King Park Melrose (Lot 2 DP43888) from Residential Outer to Open Space B. As shown in Appendix 6. Amend Planning Map 6 accordingly.
24. Rezone part of Bolton Memorial Park, Thorndon (Sec 1 SO 36610 and Pt Lot 1 DP 8370) from Open Space A to Open Space B. As shown in Appendix 7. Amend Planning Maps 17 & 18 accordingly.
25. Rezone part of Wilf Mexted Reserve, 111 Collins Ave (Lot 10 DP 88281), Tawa from Business 2 to Conservation Site 5C. As shown in Appendix 8. Amend Planning Map13 accordingly.
26. Rezone 14 and 16 Kotinga St, (Lots 1 & 2 DP 12169) Melrose from Open Space B to Residential Outer, as shown in Appendix 9. Amend Planning Map 6 accordingly.
27. Rezone a section of legal road at Glover Rd adjacent to X Glover St to Business 2, as shown on Appendix 10. Amend Planning Map 22 accordingly.

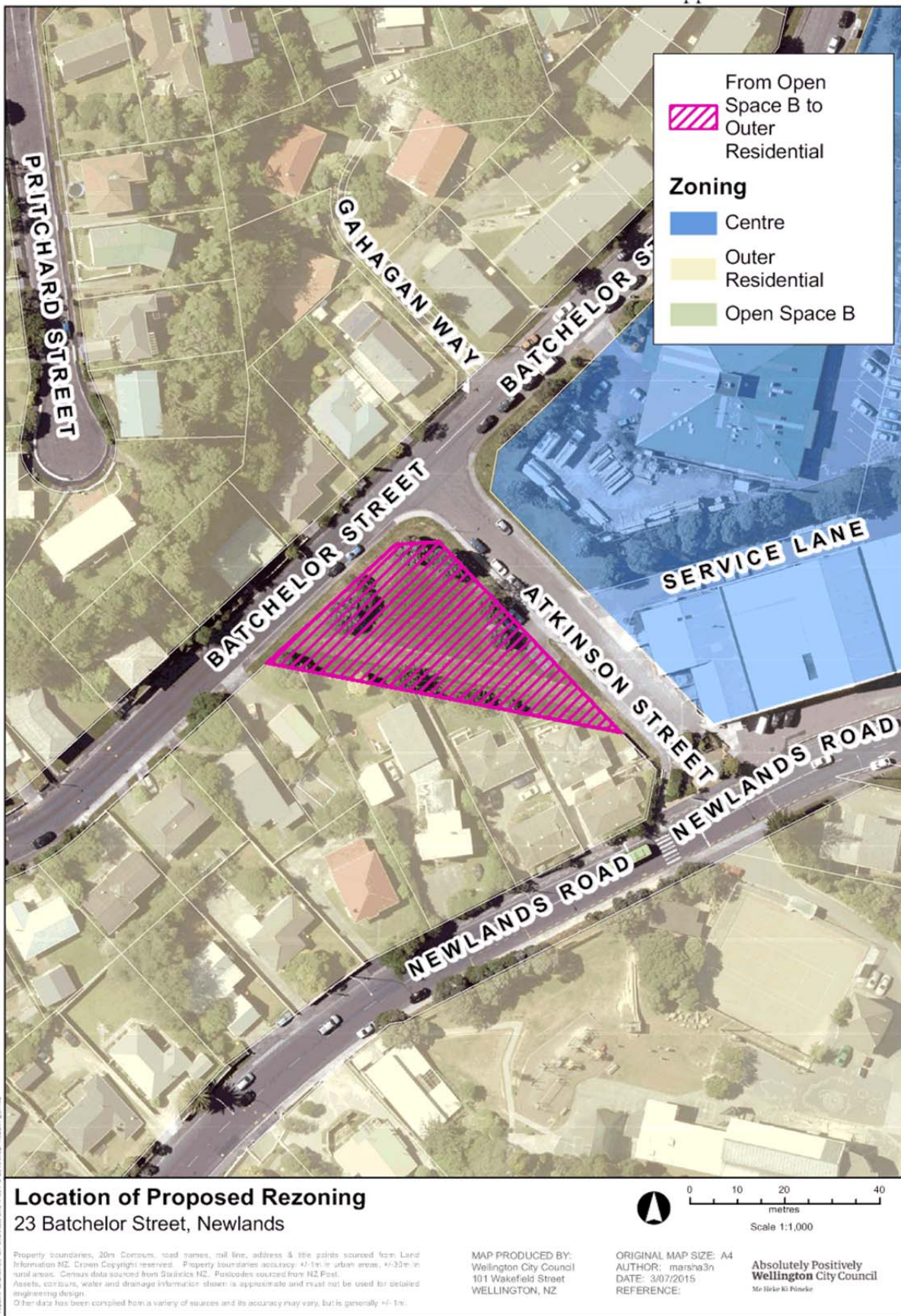
Appendices

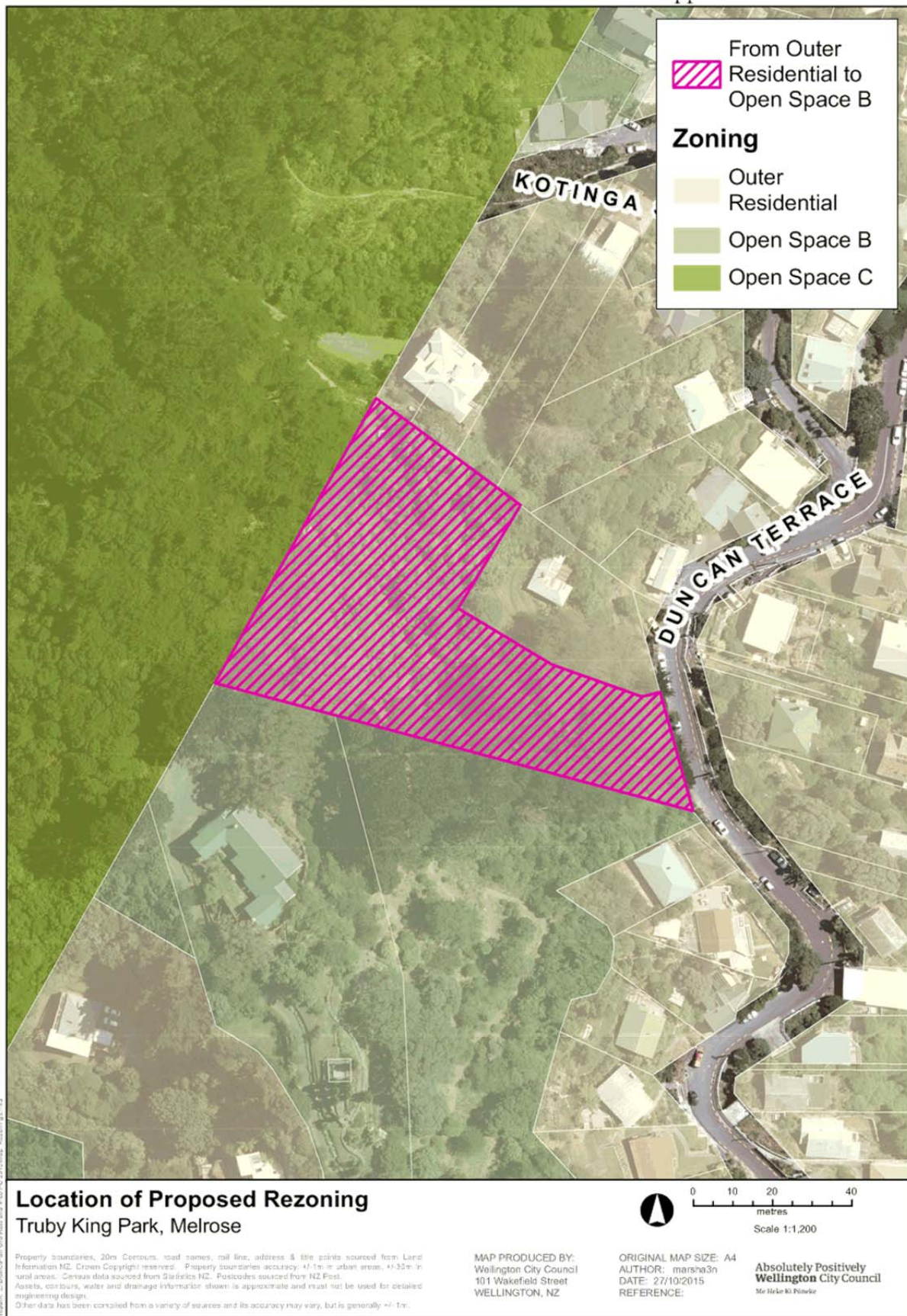


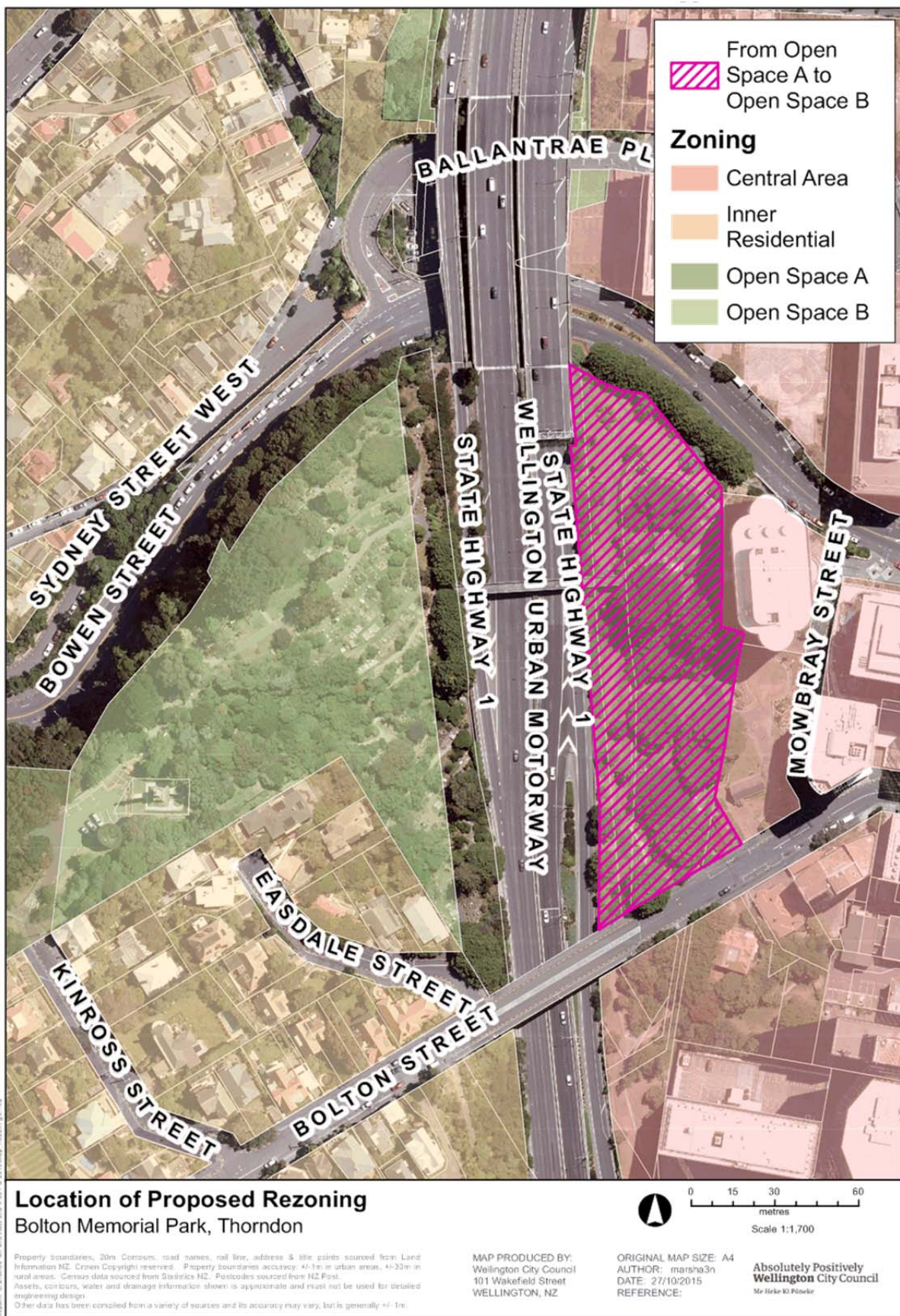


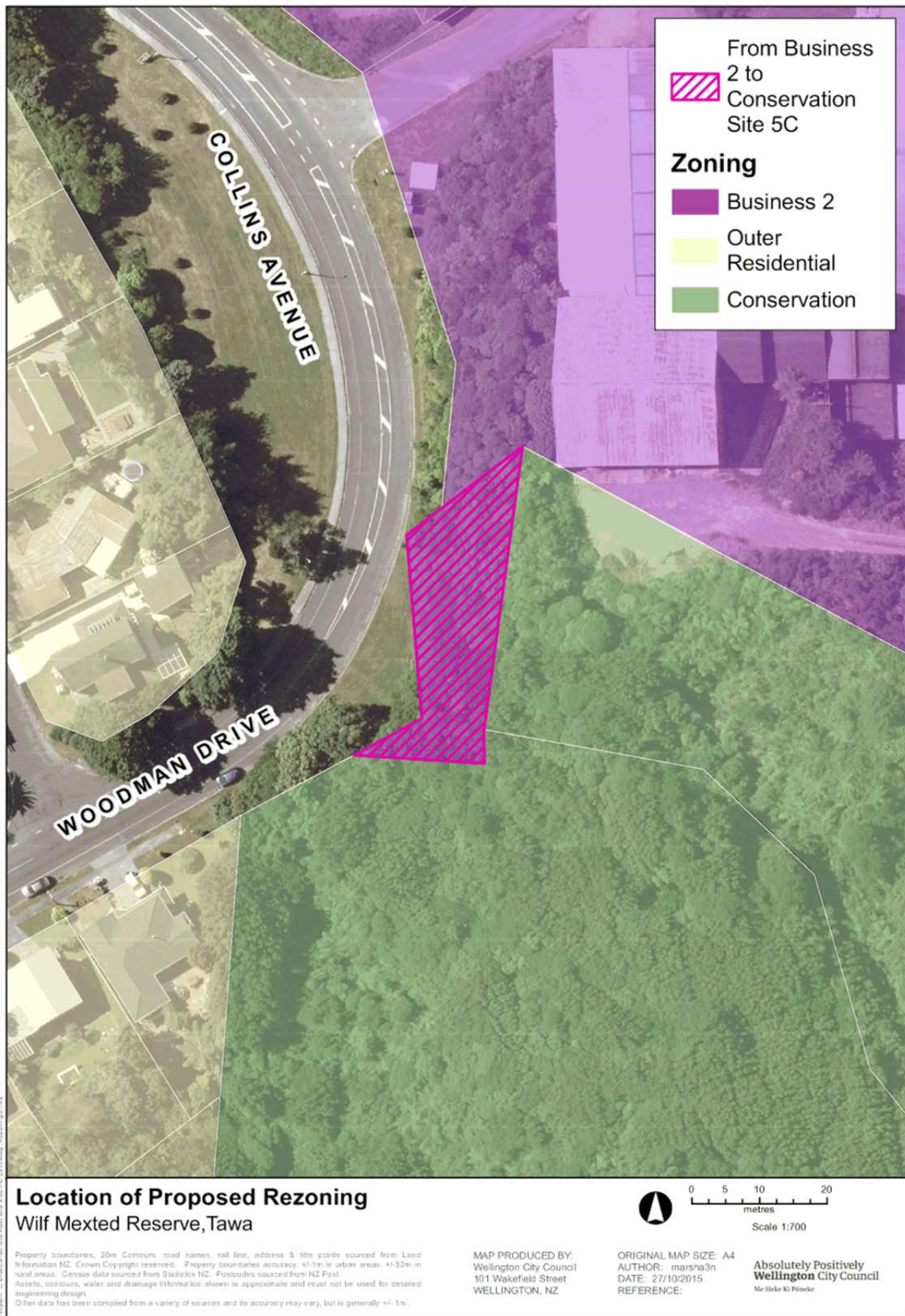
















PROPOSED DISTRICT PLAN CHANGE 80:

GENERAL MINOR AMENDMENTS TO DISTRICT PLAN TEXT AND MAPS

**Section 32 Report: Consideration of alternatives,
benefits and costs**

November 2015

Table of Contents

<u>PROPOSED DISTRICT PLAN CHANGE 79:</u>	1
<u>GENERAL MINOR AMENDMENTS TO DISTRICT PLAN TEXT AND MAPS</u>	1
<u>Section 32 Report: Consideration of alternatives, benefits and costs</u>	1
<u>Table of Contents</u>	2
<u>1. Introduction</u>	4
<u>2. Statutory Context</u>	4
<u>2.1. Purpose and Principles of the RMA</u>	4
<u>2.2. Consultation</u>	5
<u>3. Description of the Plan Change</u>	5
<u>3.1. Clarifications and Corrections</u>	5
<u>3.1.1 Earthworks Rule reference in Appendix 7 Residential Chapter (Silverstream Rd)</u>	5
<u>3.1.2 Early Childhood Centres (Residential Rule 5.3.3) - Car parking provision</u>	5
<u>3.1.3 Building Height - Fraser Ave Business 1 Area, Glenside Business 1 Area, Ngauranga Business 1 Area (Standard 34.6.2.1 Maximum Height)</u>	6
<u>3.1.4 Classification of Miramar properties (zoned Centres) as Neighbourhood Centre</u>	6
<u>3.1.5 Height Standard 5.6.2.5.5 – amendments</u>	7
<u>3.1.6 Including a Reference to Central Area Policy 12.2.1.2 in Residential Chapter in the explanation to Policy 4.2.7.3</u>	7
<u>3.1.7 Correction of ratio in standards 5.6.2.7.1 Maximum Height of Infill development and 5.6.2.9.3 Alterations and additions to buildings with an existing non-compliance</u>	8
<u>3.1.8 Removing adequate onsite car parking as a matter for discretion in Rule 34.3.6 (Buildings for residential purposes)</u>	8
<u>3.2. Mapping Errors and Clarifications</u>	8
<u>3.2.1 17 Glover St</u>	8
<u>3.3. Rule Changes</u>	9
<u>3.3.1 Yards / non-notification clause - Residential Rule 5.3.4 – Residential Buildings and Structures</u>	9
<u>3.3.2 Yards / non-notification clause – Centres Rule 7.3.7 and Business Areas Rule 34.3.99</u>	9
<u>3.3.3 Existing Multi Unit Developments – additions and alterations (Residential Rule 5.3.7)</u>	10
<u>3.3.4 Residential Standard 5.6.2.9 – Alterations and Additions to buildings with an existing non-compliance</u>	10
<u>3.3.5 Residential Height Standard 5.6.2.5.1</u>	10
<u>3.3.6 Central Area Noise Standard - 13.6.2.1.3</u>	11
<u>3.3.7 Residential Vehicle Access Standards 5.6.1.4</u>	11
<u>3.4. Updates</u>	12
<u>3.4.1 Reference to Wellington Record Sheets – Section 3.2.3.6</u>	12
<u>3.4.2 Definition of Noise Emission Level Section 3.10</u>	12

3.4.3	Central Area Noise Standard 13.6.1 – Side note	12
3.5.	Zoning Changes	13
3.5.1	190-209 Darlington Rd, Miramar	13
3.5.2	49 – 67 Epuni St, Aro Valley	13
3.5.3	150 Cockayne Rd, Khandallah	13
3.5.4	16 Punjab St, Khandallah	14
3.5.5	23 Batchelor St, Newlands	14
3.5.6	Truby King Park, Melrose	14
3.5.7	Bolton St Memorial Park, Thorndon	14
3.5.8	Wilf Mexted Reserve, 111 Collins Ave (strip)	15
3.5.9	14 and 16 Kotinga St, Melrose	15
4.	Section 32 Considerations	15

1. Introduction

The Council is required to undertake an evaluation of the proposed Plan Change before the Plan Change can be publicly notified. This duty is conferred by Section 32 of the Resource Management Act 1991 (the Act). Under this section, this evaluation must:

- 1(a) *examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
- 1(b) *examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
- 1(c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*

An evaluation must also:

- 2(a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
- 2(b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
- 2(c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*

The evaluation report must be available for public inspection at the time the proposed Plan Change is publicly notified. This report is Wellington City Council's response to this statutory requirement.

2. Statutory Context

2.1. Purpose and Principles of the RMA

The purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management means the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:

- (a) *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) *safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) *avoiding, remedying and mitigating any adverse effects of activities on the environment.*

Section 6 of the Act includes seven matters of national importance which need to be recognised and provided for. Section 7 of the Act requires particular regard to be given to a range of other matters, including:

- (b) *the efficient use and development of natural and physical resources*

- (c) *the maintenance and enhancement of amenity values,*
- (f) *maintenance and enhancement of the quality of the environment*

Section 8 of the Act requires the principles of the Treaty of Waitangi to be taken into account.

2.2. Consultation

2.2.1 Consultation with the adjoining owners of all sites proposed to be rezoned has been undertaken. In addition consultation with the owners of properties in the Centres Area where it is proposed to change the Centres classification to Neighbourhood and the Business Areas where it is proposed to include a maximum building height, has been undertaken.

2.2.2 Consultation on the entire proposed Plan Change will be undertaken with parties identified in the First Schedule of the RMA, specifically:

- Ministry for the Environment
- Port Nicholson Block Settlement Trust
- Te Runanga O Toa Rangatira Inc.
- Greater Wellington Regional Council
- Department of Conservation

3. Description of the Plan Change

This Plan Change comprises 28 separate changes to the District Plan. The changes include a number of text changes, rezoning's and rule clarifications. The rule changes are principally to the Residential Centres and Business Area Chapters and are errors or omissions identified as part of making Plan Changes 72 (Residential) and 73 (Centres and Business Areas) operative. In the majority of cases the rezoning is to reflect existing land use or inconsistencies between reserve areas.

The Plan Change does not involve any changes to existing objectives and policies; instead it proposes to make amendments to the District Plan to ensure its efficient functioning. This report has been prepared to address the Section 32 requirements of the resource Management Act.

3.1. Clarifications and Corrections

3.1.1 Earthworks Rule reference in Appendix 7¹ Residential Chapter (Silverstream Rd)

Earthworks references throughout the plan were amended when Council undertook a plan change to put all the earthworks provisions in one Chapter (Plan Change 70). As a result of those changes an incorrect rule reference was inserted in Appendix 7 to the Residential Area.

The Appendix allows the same earthworks that are permitted in other Residential Outer Areas but has its own restricted discretionary rule relating to earthworks. Currently the Appendix states that 30.1.1 (the permitted activity earthworks rule) will not apply and that a site specific restricted discretionary activity rule will apply instead. However, it should state that the restricted discretionary rule of the earthworks chapter (Rule 30.2.1) should not apply.

•

¹ Appendix 7 Particular provisions for the land described as Lot 1 DP 29604, CT 49D/212 (Wellington Registry) off the end of Silverstream Rd, Ngaio.

3.1.2 Early Childhood Centres (Residential Rule 5.3.3) - Car parking provision

Early Childhood centres are a restricted discretionary activity in the Residential Area. The rule retains discretion over a number of matters then lists the standards that must be met. Failure to meet a standard referred to makes the Early Childhood Centre a discretionary unrestricted activity.

The rule retains discretion over car parking but does not include the car parking standard (standard 5.6.1.3) in the list of standards that must be met. However, in the car parking standards (5.6.1.3) a standard for Early Childhood Centres exists. The car parking standard has been inadvertently left off the list in the rule and should be included in the list alongside the other standards.

'provided that the early childhood centre complies with the standards specified in 5.6.1.1 (noise), 5.6.1.2 (fixed plant noise), 5.6.1.3 (vehicle parking) and 5.6.1.4 (site access). Any construction, alteration of, or addition to buildings or structures must comply with the standards in 5.6.2 (buildings and structures)'

3.1.3 Building Height - Fraser Ave Business 1 Area, Glenside Business 1 Area, Ngauranga Business 1 Area (Standard 34.6.2.1 Maximum Height)

A number of Business 1 Areas are not listed in the table associated with Standard 34.6.2.1 Maximum Height. During the decision making process on Plan Change 73, a number of areas were changed from Business 2 to Business 1. These Areas were then not included in the relevant Business 1 section of the Height Table (Standards 34.6.2.1) resulting in the relevant height standard for these areas being unclear or absent.

It was not the intention of the Centres and Business Areas plan change to remove heights associated with these pieces of land. Height is an important bulk and location control that determines the overall effect of development on surrounding land uses and the streetscape and therefore it is not considered appropriate for these areas to have no height limit.

The Plan Change 73 reviewed and modified heights for a large number of Centres and Business Areas. In determining an appropriate height for these areas consideration has been given to the heights on adjoining areas zoned Business; the specific location; the characteristics of the surrounding environment; the height that applied prior to PC73 and the height as notified in PC 73 (when zoned Business 2).

•	• Height	• Planning Map No.
• Ngauranga Business 1 Area	• 18m	• 22
• Glenside Business 1 Area	• 15m	• 26
• Fraser Ave Business 1 Area	• 12m	• 23

3.1.4 Classification of Miramar properties (zoned Centres) as Neighbourhood Centre

A number of single or small groups of properties zoned Centres are located along Park Rd Miramar, between the town centre proper and the Business Area to the north. These are:

- Cnr Park Rd and Brussels St
- Cnr Park Rd and Rex Street (east and west side s of Park Rd)
- Cnr Park Rd and Rotherham Tce
- Cnr Para St and Rotherham Tce

These properties have been incorrectly classified as part of Miramar 'town centre'.

A town centre is described as a place that 'services one or more suburbs' will 'be anchored by a traditional main street...contain at least one supermarket ...civic and government services...community, recreational and entertainment activities'. In addition 'residential uses will generally be above ground floor'.

The areas identified above are physically separate from Miramar town centre and do not create a continuous shopping strip. Therefore they do not meet the definition of a 'town centre' and would more appropriately be classified as a 'Neighbourhood centre'. Neighbourhood centres will 'service the surrounding residential neighbourhood and offer small scale convenience based retail'.

The type of classification (Sub Regional, Town Centre, District or Neighbourhood) of a centre has an effect on what is permitted on the site. The maximum height of a building in a Neighbourhood Centre is 9m and in a town centre is 12m. In a Neighbourhood Centre residential is permitted on the ground floor while in the majority of Town Centres it must be above ground floor.

Classification as a Neighbourhood Centre will result in a reduction in the permitted height that applies to the sites from 12m to 9m. However, it is unlikely that a 12m height would be able to be reached on these sites as they all adjoin residentially zoned properties on one or two boundaries. Consequently, the daylight recession and side yard provisions apply, which would have restricted the size and height of any future building.

Centre	Height (standard 7.6.2.1.1)	Planning Map No.
Neighbourhood Centre		
Miramar – - Cnr Park Rd and Brussels St - Cnr Park Rd and Rex Street (east and west side s of Park Rd) - Cnr Park Rd and Rotherham Tce - Cnr Para St and Rotherham Tce	9m	7

3.1.5 Height Standard 5.6.2.5.5 – amendments

Height standard 5.6.2.5.5 allows an extra 1 metre of height if certain conditions are met. The standard makes a broad statement that it applies to heights 'stated in the rules'. However, a number of the rules (and associated standards) specify absolute heights e.g. residential coastal edge where the maximum height is expressed as a height above sea level.

As currently written the extra height allowance appears to refer to all rules/standards, and conflicts with the standards that are absolutes, creating confusion about which standard applies. It is proposed to insert references to the specific standards to which the extra height applies, thereby avoiding any conflict between standards and avoiding confusion in administering the height standards.

5.6.2.5.5 In Residential Areas (excluding the Oriental Bay Height Area) an additional 1m ~~metre~~ can be added to the maximum height (stated in the rules in standard 5.6.2.5.1 or 5.6.2.7) of any building with a roof slope of 15 degrees or greater (rising to a central ridge) as illustrated on the following diagram:

3.1.6 Including a Reference to Central Area Policy 12.2.1.2 in Residential Chapter in the explanation to Policy 4.2.7.3

The District Plan provides a framework to ensure that non-residential activities or development, in Residential Areas do not have an adverse effect on those residential areas. For Inner Residential Areas adjoining the Central Area the additional issue of the expansion of Central Area activities into the adjoining Residential Area may also be an issue. The Central Area contains a policy that seeks to ensure that Central Area activities do not expand into the adjoining residential area, however its location in the Central Area Chapter means that it might be overlooked in resource consent applications.

It is proposed to provide a cross reference in the explanation to the Policy 4.2.7.3 to Policy 12.2.1.2 to ensure that for Inner Residential Areas, consideration is given to avoiding the expansion of Central Area activities into adjoining Residential Areas.

The following wording is proposed to be inserted at the end of the fourth paragraph to the explanation to Policy 4.2.7.3.

For non-residential activities in Inner Residential Areas adjoining the Central Area consideration should also be given to Policy 12.2.1.2.

3.1.7 Correction of ratio in standards 5.6.2.7.1 Maximum Height of Infill development and 5.6.2.9.3 Alterations and additions to buildings with an existing non-compliance

Standards 5.6.2.7.1 and 5.6.2.9.3 both refer to 'a slope of no more than 3:1 (approximately 15 degrees). A 3:1 slope is in fact approximately 71 degrees which would be a very steep slope. The reference to 3:1 is incorrect and it should be 1:3.

A slope of 1:3 which is approximately 18 degrees therefore the reference to 15 degrees should be corrected to 18 degrees.

It is proposed to correct this error and amend the two bullet points in standards 5.5.2.7.1 and 5.6.2.9.3 to state:

- ~~4.5 metres on a building site that has a slope of no more than 3:1 (approximately 15 degrees)~~ 1:3 (approximately 18 degrees).
- ~~6.0 metres on a building site that has a slope of more than 3:1 (approximately 15 degrees)~~ 1:3 (approximately 18 degrees).

3.1.8 Removing adequate onsite car parking as a matter for discretion in Rule 34.3.6 (Buildings for residential purposes)

Rule 34.3.6 makes the construction or conversion of a building for residential purposes a restricted discretionary activity. Discretion is retained over a number of matters including 'adequate on-site car parking provision'.

The Business 1 Area does not require residential activities to provide car parking and the Section 32 analysis undertaken for Plan Change 73 (which related to Business Areas) states '*residential activities in the Business 1 Area will not be required to provide parking for residents in order that public transport options are promoted*'.

When residential development occurs in the Business 1 Area and provides car parking complying with minimum standards such as carpark size, layout and access is important. The Rule contains another matter of discretion '*site layout, parking and site access*', which addresses this matter.

Retaining discretion over '*adequate onsite car parking*' is therefore unnecessary and it is proposed to be deleted from the matters of discretion in Rule 34.3.6.

3.2. Mapping Errors and Clarifications

3.2.1 17 Glover St

17 Glover St is an area of unformed legal road, adjoining a Business 2 Area in Ngauranga. The Council has declared the area surplus to requirements and undertaken to stop the road.

When road stoppings are undertaken the area takes on the zoning of the adjoining area to the centre line of the road and a plan change is not usually required. 17 Glover Street adjoins two roads and an area of open space, and does not have a clear centreline.

The piece of land is flat and adjoins a Business 2 Area to the south. It is proposed to zone the area Business 2 to be consistent with the zoning to the south of the property.

3.3. Rule Changes

3.3.1 Yards / non-notification clause - Residential Rule 5.3.4 – Residential Buildings and Structures

The non-notification clauses in the Residential Chapter were amended significantly as a result of the Council Decision on Plan Change 72 (Residential).

The non-notification clause for Rule 5.3.4 (additions and alterations that do not meet the permitted activity standards) was the subject of a number of submissions, including a submission from Greater Wellington Regional Council (GW). GW requested that they be an affected party in relation structures near streams and that submission as accepted. In accepting this submission and redrafting the non-notification clause the changes inadvertently removed the requirement to obtain the consent of affected parties (i.e. neighbours) for all yard infringements.

Breaches of bulk and location requirements generally require the consent of the affected party (i.e. the neighbour/s) as the infringement may raise privacy, overlooking or sunlight access issues. As publicly notified PC72 required neighbours consents for these infringements. There was no submission or specific decision commentary on removing the requirement to obtain the consents of affected parties (i.e. neighbours) for yard infringements.

The current non-notification clause also requires that consent from GW be obtained when structures are proposed in the side yard adjoining **any** stream. However, GW has since indicated that they are only interested in the side yard adjoining Porirua Stream.

The following is the wording as a result of the decision on PC72 and subsequently made operative:

In respect of item 5.3.4.2 (yards) applications will not be publicly notified (unless special circumstances exist) or limited notified, except that Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 5.6.2.2.10.

And the following is the wording proposed to correct the unintended error and the need to obtain consent from GW for yard breaches on every stream:

In respect of item 5.3.4.2 (yards) Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 5.6.2.2.11 in relation to Porirua Stream and tributaries.

3.3.2 Yards / non-notification clause – Centres Rule 7.3.7 and Business Areas Rule 34.3.9

The non-notification clause for Rules 7.3.7 and 34.3.9 (additions and alterations that do not meet the permitted activity standards) require Greater Wellington Regional Council to be considered an affected party for all infringements of yard standards 7.6.2.5.1 and 36.6.2.4. This includes

infringements of all yard requirements relating to distance from all streams; distance to the coastal marine area; and distance of impervious surface from the coastal marine area. To be consistent with the request relating to Rule 5.3.4 GW has indicated that they are only interested in being an affected party to the yard requirements relating to Porirua Stream and its tributaries.

The following wording is proposed:

In respect of item 7.3.7.5 (yards) applications will not be publicly notified (unless special circumstances exist) or limited notified except that Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 7.6.2.5.1 in relation to Porirua Stream and tributaries.

And

In respect of item 34.3.9.4 (yards) applications will not be publicly notified (unless special circumstances exist) or limited notified except that Greater Wellington Regional Council will be considered to be an affected party to any application that breaches standard 34.6.2.4 in relation to Porirua Stream and tributaries.

3.3.3 Existing Multi Unit Developments – additions and alterations (Residential Rule 5.3.7)

All multiunit developments require a resource consent under Rule 5.3.7 as a restricted discretionary activity. Discretion is restricted to matters such as design, external appearance, traffic, parking and site access. However, it is unclear how additions and alterations to multi-unit developments should be dealt with once they have been constructed.

Once the development has been established any additions or alterations to the buildings should also be reassessed against these matters. This will ensure that the additions and alterations will have no adverse effects on the environment, and are consistent with the original design of the development.

In order to make it explicit that future additions and alterations to multi-unit developments are assessed on the same basis as the original application amendments are proposed to Rule 5.3.7 to state “*Or the addition to or alteration of an existing multi-unit development*”.

3.3.4 Residential Standard 5.6.2.9 – Alterations and Additions to buildings with an existing non-compliance

There has been confusion in the interpretation of Residential Standard 5.6.2.9 that provides for additions and alterations to buildings with an existing non-compliance.

A side note was originally included when the rule became part of the plan as part of Plan Change 56. However the side note was not carried over as part of Plan Change 72.

The side note provides important information about how the standard should be interpreted and how it works in practise. The rule can be difficult to understand and therefore the side note is useful. Its removal through Plan Change 72 appears to be an oversight and therefore it should be reinstated.

It is proposed to include the following side note to Standard 5.6.2.9.

NB: failure to meet the requirements of Standard 5.6.2.9 does not preclude an assessment of the proposed works against s10 of the RMA. Where proposed works fail to meet 5.6.2.9 and section 10 of the RMA, then the proposed works will be assessed against the relevant items of Rule 5.3.4.

3.3.5 Residential Height Standard 5.6.2.5.1

The district plan does not currently contain a specific height limit for an accessory building. Consequently accessory buildings can be built to the same standards as a dwelling (except in certain circumstances). By contrast, second dwellings have a height limit of 4.5m (single storey). The effects of an 8m high accessory building can potentially have a greater effect than a 4.5m high second dwelling and this has resulted in a permitted baseline argument for two storey second dwellings being put forward. In addition a number of two storey accessory buildings have been applied for with a range of unanticipated adverse effects on adjoining properties and streetscape.

Therefore it is proposed to impose a maximum height of 3.5m on accessory buildings.

- 5.6.2.5.4 Any accessory building erected between the street frontage and an existing residential building on a site in the Inner Residential Areas shown in Appendix 1 shall have a maximum height of 3 metres (measured from the ground level directly in front of the proposed accessory building). In all other residential areas an accessory building shall have a maximum height of 3.5m.

3.3.6 Central Area Noise Standard - 13.6.2.1.3

The current wording of standard 13.6.2.1.3 results in a number of noise standards applying only to electronic sound systems operating prior to 8 October 2007. The standard should however apply to all electronic sound systems that can be heard in a public space.

It is proposed to delete the words 'operating prior to 8 October 2007' to make it clear that it applies to all electronic sound systems.

- 13.6.2.1.3 The Noise Emission Level in any public space (including streets and parks) generated by electronic sound systems ~~(operating prior to 8 October 2007)~~ shall not exceed 75dB LAEQ (15 MIN) when measured over any 2 minute period. In any event the measurements shall be made no closer than 0.6 metres from any part of a loudspeaker and at a height no greater than 1.8 metres (representative of the head of a passer-by).

3.3.7 Residential Vehicle Access Standards 5.6.1.4

The residential vehicle access provisions, as presently written, are confusing. There are various exceptions to the principle matter (that there will be one access per property) that appear in different subsections of the standard and appear to contradict each other. In addition, the final matter (5.6.1.4.5) relating to primary and secondary streets is redundant as a result of decisions made on Plan Change 72 (Residential) which consolidated the mapping for these provisions removing reference to primary and secondary streets. The Plan Change 72 decision did not make consequential amendments to Site Access standard 5.6.1.4.

The amended standard will be easier to understand and will remove redundant wording. The following amendments are proposed.

5.6.1.4 Site Access

- ~~5.6.1.4.1 No Vehicle access is permitted to a site across any restricted road frontage identified on District Plan Maps 43-45~~
- 5.6.1.4.1 There shall be a maximum of one vehicular access to a site except:
 - No vehicle access is permitted to a site across any restricted road frontage identified on District Plan Maps 43 to 45;

- a site with more than one road frontage may have one access per frontage (unless the second frontage is to a State Highway, or a restricted road frontage on Maps 43-45)
- 5.6.1.4.2 Site access for vehicles must be formalised by a legal right of way instrument where not directly provided from a public road, and must be provided and maintained in accordance with section 3 of the joint Australian and New Zealand Standard 2890.1 – 2004, Parking Facilities, Part I: Off-Street Car Parking.
- ~~5.6.1.4.3 There shall be a maximum of one vehicular access to a site, except that a site with more than one road frontage may have one access per frontage (unless the second frontage is to a State Highway).~~
- 5.6.1.4.4 The maximum width of any vehicular access is:
 - • 3.7 metres in the Inner Residential Area and within the Residential Coastal Edge
 - • in Medium Density Residential Areas 3.7 metres for sites containing up to 6 units, and 6.0 metres for sites containing 7 or more units.
 - • 6.0 metres in the Outer Residential Area (excluding the Residential Coastal Edge)
- ~~5.6.1.4.5 On sites with frontage to a secondary street no access shall be provided to a primary street or state highway.~~

3.4. Updates

3.4.1 Reference to Wellington Record Sheets – Section 3.2.3.6

Section 3.2.3.6 outlines the matters that must be included on any site plan submitted with a resource consent application. One of the bullet points states ‘Wellington record sheet numbers’. These record sheets no longer used as reference material by the Council, therefore the requirement to include them has no value and the bullet point should be deleted.

3.4.2 Definition of Noise Emission Level Section 3.10

The definition of Noise Emission Level in Section 3.10 definitions currently refers to the 1984 Construction Noise Standard. This standard has been superseded by the 1991 Construction Noise standard. Overall the 1991 Construction Noise standard provides a better standard to measure and assess the effect of construction noise.

However, the standard does not address the issue of construction work that cannot be done during the day particularly well. In this regard it is considered appropriate to provide exemptions for construction work that cannot be undertaken during the day in the following circumstances:

- work on public highways, railways and the Airport;
- work on domestic roads where construction work will cause traffic congestion;
- in the Central area where construction work will endanger the safety of pedestrians and the footpath cannot be closed during the day
- in the Central area where the best practicable option to reduce noise to a reasonable level requires construction work to be undertaken outside normal working hours.

It is proposed to amend the definition of Noise Emission level to include the above matters

3.4.3 Central Area Noise Standard 13.6.1 – Side note

The side note by Central Area Noise Standard 13.6.2.1 refers to Construction Noise Standard NZS6803P:1984. As outlined above, the definition of Noise Level in Section 3.10 Definitions is to be updated to refer to the 1991 Construction Noise standard and therefore this 'side note' should also be updated.

Amend the side note to state:

For construction noise, maintenance and demolition activities including those associated with the urgent repair of utilities to maintain continuity of service on any site or on any road shall comply with and be measured and assessed using the recommendations of ~~NZS6803P:1984 the Measurement and Assessment of Noise from Construction, maintenance and demolition Work~~ NZS6803:1999 Construction Noise (except as outlined in the definition of Noise Emission Level in Section 3.10).

3.5. Zoning Changes

Council Housing

Over the years Council has constructed housing in various locations around the City. These houses were built between 1940's to 1980's and form part of the Council housing portfolio managed by City Housing. A number of these houses are on sites that form part of reserve areas that have over time been zoned Open Space and/or Conservation Site in the District Plan.

The Council is proposing to rezone the portion of the sites that are used for residential purposes to Residential to reflect the way in which these sites are being used. Open Space or Conservation zoning of housing presents a number of issues. It makes additions and alterations or redevelopment of the site difficult as any residential development would not be supported by the rules and policies of the District Plan. Rezoning these sites reflects how the sites are currently used as well as providing opportunities for the sites to be managed appropriately.

In all cases the portion of the site proposed to be rezoned is that which is currently used for residential purposes with the remainder of the sites staying Open Space/Conservation Site.

New zone boundaries will follow a surveyed line and the houses may be subdivided from their parent lot at a later stage.

3.5.1 190-209 Darlington Rd, Miramar

The Council houses at 190-206 Darlington Rd are part of a larger Conservation Site. The houses are elevated above the road with a tarsealed vehicle accessway running behind the houses. The portion of the site containing the houses is managed by City Housing and the Reserve/Conservation Site is managed by Parks and Recreation. The portion of the site managed for housing has no conservation values.

To better reflect the actual use of the site it is proposed to rezone the portion of the site containing the houses to Residential Outer.

3.5.2 49 – 67 Epuni St, Aro Valley

47 - 67 Epuni Street is 3 lots zoned Open Space B fronting onto Epuni St and backing onto the Town Belt. Council housing is located at 49-59 Epuni St and is managed by City Housing. The remainder of the sites are managed by Parks and Recreation and effectively form part of the Town Belt.²

² The Wellington Town Belt Act 2015 has identified these sites for inclusion in the Town Belt Deed.

It is proposed to rezone the portion of the site containing the houses from Open Space B to Residential Inner and the remainder of the site (and the other adjoining sites) from Open Space B to Open Space C. These zonings will reflect the way the sites are used and managed by both City Housing and Parks and recreation parts of Council.

3.5.3 150 Cockayne Rd, Khandallah

Four small Council units are located on Mysore Reserve that extends from Cockayne Rd to Mysore St and is zoned Open Space B. The units are managed as part of Council's Housing portfolio by City Housing.

It is proposed to rezone the portion of the site containing the residential units (and their immediate surrounds) to Residential Outer. This reflects the use of this part of the site. The zoning will follow a surveyed boundary and enable the sites to continue to be used and managed for residential purposes.

3.5.4 16 Punjab St, Khandallah

Two Council houses are located on Odell Reserve in Khandallah. Odell Reserve is zoned Open Space B and is large area of bush with walking tracks extending from Khandallah to Old Porirua Rd. The houses are accessed off Punjab St via a formed driveway that also provides access to a water reservoir within the reserve. The houses form part of Council's housing portfolio and are managed by City Housing.

It is proposed to rezone the portion of the site occupied by the houses (and their immediate surrounds) to Residential Outer. A residential zoning reflects how this portion of the site is used and will allow the site to be appropriately managed within the Council's housing portfolio.

The houses are adjacent to other residential sites to the west and south.

Council land

3.5.5 23 Batchelor St, Newlands

This corner section was taken as local purposes under the Reserves Act for the purpose of providing a Community Centre. Council has since built a Community Centre in the nearby Newlands Town Centre and the reserve has been declared surplus to requirements. The area is well served for reserves and Council has revoked the sites reserve status.

Rezoning of the site will enable the site to be used and developed for residential purposes in accordance with the residential provision of the district plan. The site is close to public transport links and residential use of the site will support the town centre.

Council Reserves

3.5.6 Truby King Park, Melrose

Truby King Park is made up of the house and gardens of Sir Truby King and is located off Manchester Terrace, Melrose. The park is owned and managed by Wellington City Council and is classified as a Historic Reserve. It is managed through the Botanic Gardens Reserves Management Plan.

The majority of the Park is zoned Open Space B. However, Lot 2 DP43888 at the north end of the park is zoned Residential Outer. It is proposed to rezone this lot Open Space B to be consistent with the remainder of the Park and its management as a Council reserve.

3.5.7 Bolton St Memorial Park, Thorndon

Bolton St Cemetery is a Historic Reserve that is managed through the Botanic Gardens Reserves Management Plan. The cemetery is bisected by the Wellington Urban Motorway. The portion of

the cemetery to the west of the motorway is zoned Open Space B and the portion to the east is zoned Open Space A. The entire site should be zoned Open Space B to provide for its consistent management through the Botanic Gardens Reserve Management Plan.

3.5.8 Wilf Mexted Reserve, 111 Collins Ave (strip)

Wilf Mexted Reserve is a Conservation Site at 111 Collins Ave, Tawa. The majority of the site is zoned Conservation Site 5C. However, a small strip along the road frontage is zoned Business 2. This small strip does not follow a cadastral boundary and adjoins an area zoned Business 2 to the north.

It appears that this small area was zoned Business 2 during the Plan Change 73 (Business and Centres Areas) process. However, it has occurred in error as the strip is clearly part of the larger Conservation site.

It is proposed to rezone this portion Conservation Site to correct the error; maintain consistency with the zoning of the remaining reserve and ensure consistent management of the entire reserve.

Residential

3.5.9 14 and 16 Kotinga St, Melrose

Two sites containing residential dwellings at 14 and 16 Kotinga Street are zoned Open Space B. The sites have always been in private ownership and used for residential purposes.

The sites were notified as being zoned Residential in the 1994 Proposed Plan but appeared as Open Space B in the maps of the Operative 2000 District Plan. There were no submissions or decisions relating to the change of zoning as part of that process. The sites are also within the ridgelines and hilltops overlay (introduced by Plan Change 33). The overlay would have been applied as a result of the sites Open Space B zoning.

The zoning appears to have occurred as a mapping error and it is appropriate that Council rectify this mistake. The Ridgelines and Hilltops Overlay was never intended to apply to residentially zoned land (except in certain circumstances). The Ridgeline and Hilltops Overlay does not apply to any of the adjoining residentially zoned properties.

It is proposed to rezone these sites to Residential Outer and remove the Ridgelines and Hilltops overlay.

4. Section 32 Considerations

The tables below provide an analysis of the costs and benefits of the proposed amendments.

This analysis enables an assessment of the efficiency, effectiveness and appropriateness of the proposed Plan Change. Instead of assessing all cases individually, a cost/benefit and appropriateness assessment has generally been undertaken for each subject group.

Only two options have been considered for these assessments due to the minor nature of the proposed amendments; do nothing or to amend the District Plan as proposed.

Table 1: Clarifications

Description	<p>This relates to the following sections. See relevant aspects of Section 3 for more details.</p> <p>3.1.1 Earthworks rule Reference in Appendix 7 Residential Chapter (Silverstream Rd)</p> <p>3.1.2 Early Childhood Centres (Residential Rule 5.3.3) –car parking provision</p>	
	OPTION 1: Do Nothing – Retain Existing Provisions	OPTION 2: Amend Wording and Maps This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> • Environmental costs –Low. Sub optimal environmental outcomes may arise if the Plan is not interpreted correctly • Economic costs – Medium. The processing of resource consents may take additional time if the plan is not easily interpreted. Costs would be borne by the developers through consent processing charges • Social costs – Low. Suboptimal social outcomes may arise if the Plan is not interpreted correctly. 	<ul style="list-style-type: none"> • Environmental costs – Non identified • Economic costs – Low. Costs of processing the Plan Change • Social costs – - None identified
Benefits	<ul style="list-style-type: none"> • Environmental benefits – None identified • Economic benefits – None identified • Social benefits – None identified 	<ul style="list-style-type: none"> • Environmental benefits – Medium. Ensure the environmental objectives of the Plan are correctly interpreted • Economic benefits – Medium. Processing of resource consents may be streamlined due to the Plan being easier to interpret. • Social benefits – Medium. Ensures good planning outcomes for communities.
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> • The plan's objectives would be less efficiently and effectively achieved as the provisions have been identified as being ambiguous and requiring alterations to ensure the overriding objectives can be given effect to 	<ul style="list-style-type: none"> • Most efficient and effective in achieving Plan objectives, as the changes would clarify how they are meant to be given effect to • Improves the efficient functioning of the District Plan.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> • Not considered appropriate, as the provisions are unclear. 	<ul style="list-style-type: none"> • Appropriate, because the changes allow better and easier decision-making processes that meet Plan objectives.

Table 2: Corrections		
Description	<p>This relates to the following sections. See relevant aspects of Section 3 for more details.</p> <p>3.1.3 Building Height - Fraser Ave Business 1 Area, Glenside Business 1 Area, Ngauranga Business 1 Area (Standard 34.6.2.1 Maximum Height)</p> <p>3.1.4 Classification of Miramar properties (zoned Centres) as Neighbourhood Centre</p> <p>3.1.5 Height Standard 5.6.2.5.5 – amendments</p> <p>3.1.6 Including a Reference to Central Area Policy 12.2.1.2 in Residential Chapter in the explanation to Policy 4.2.7.3</p> <p>3.1.7 Correction of Ratio - Maximum Height of an Infill Household Unit 5.6.2.7.1 and Alterations and additions to buildings with an existing non-compliance – 5.6.2.9.3</p> <p>3.1.8 Removing ‘adequate onsite car parking’ as a matter for discretion in Rule 34.3.6 (Buildings for residential purposes)</p>	
	OPTION 1: Do Nothing – Retain Existing Provisions	OPTION 2: Amend Wording and Maps This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> Environmental costs – Medium. Sub optimal environmental outcomes may arise if the Plan is not interpreted correctly. Lack of height controls may result in adverse effects on adjoining properties. Economic costs – Medium. . The processing of resource consents may take additional time if the plan is not easily interpreted. Costs would be borne by the developers through consent processing charges Social costs – Low. Suboptimal social outcomes may arise if the Plan is not interpreted correctly. 	<ul style="list-style-type: none"> Environmental costs – none identified. Economic costs – Low. Cost of processing the Plan Change Social costs – non-identified
Benefits	<ul style="list-style-type: none"> Environmental benefits – none identified Economic benefits – none identified Social benefits – non-identified 	<ul style="list-style-type: none"> Environmental benefits – Medium. Ensures adverse effects on adjoining properties are minimised. Economic benefits – Low.

		<ul style="list-style-type: none"> Social benefits – Low. Ensures consistency with similarly zoned areas around the city
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> The plan's objectives would be less efficiently and effectively achieved as the provisions have been identified as being ambiguous and requiring alterations to ensure the overriding objectives can be given effect to 	<ul style="list-style-type: none"> Most efficient and effective in achieving Plan objectives, as it clarifies the standard that applies to the site/area Improves the efficient functioning of the District Plan.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> Not considered appropriate, as the provisions are unclear and can not be given effect to. 	<ul style="list-style-type: none"> Appropriate, because the changes clarify the relevant standard that applies, the standard is achievable and can be given effect to.

Table 3: Mapping Clarification		
Description	This relates to the following sections. See relevant aspects of Section 3 for more details. 3.2.1 17 Glover St – zoning of land that was legal road	
	OPTION 1: Do Nothing – Retain Existing Provisions	OPTION 2: Amend Wording and Maps This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> Environmental costs – Medium. Misinterpretation of provision could lead to unintended environmental outcomes. Economic costs – Medium. . The processing of resource consents may take additional time if the plan is not easily interpreted. Costs would be borne by the developers through consent processing charges Social costs – None identified. 	<ul style="list-style-type: none"> Environmental costs – none identified Economic costs –Low. Cost of processing the Plan Change Social costs – none identified.
Benefits	<ul style="list-style-type: none"> Environmental benefits – none identified. Economic benefits – none identified. Social benefits –none identified. 	<ul style="list-style-type: none"> Environmental benefits – Low. Provides clarification but unlikely to change environmental outcome. Economic benefits – Medium. Improves clarity to plan users and will reduce time in interpreting the plan and/or requiring an assessment of effects if plan is incorrect. Social benefits – None identified.
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> The plan's objectives would be less efficiently and effectively achieved as the provisions have been identified as being ambiguous and requiring alterations to ensure the overriding objectives can be given effect to 	<ul style="list-style-type: none"> Most efficient and effective in achieving Plan objectives, as it clarifies the matters that need to be assessed or taken into consideration in a resource consent application and reduces ambiguity Improves the efficient functioning of the District Plan.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> Not considered appropriate, as the provisions are unclear and cannot be given effect to. 	<ul style="list-style-type: none"> Provides clarity and ensures the Plans objectives can be achieved.

Table 4: Rule Changes

Table 4: Rule Changes		
Description	This relates to the following sections. See relevant aspects of Section 3 for more details.	
	<p>3.3.1 Non Notification clause Rule 5.3.4- Yards</p> <p>3.3.2 Non-notification clause 7.3.7 and 34.3.9– Yards</p> <p>3.3.3 Residential Rule 5.3.7 Multi Unit Developments – additions and alterations to existing multi units</p> <p>3.3.4 Residential Standard 5.6.2.9 – Alteration and Additions to buildings with an existing non-compliance</p> <p>3.3.5 Residential Height Standard 5.6.2.5.1 – Accessory Building Height</p> <p>3.3.6 Central Area Standard 13.6.2.1 – Noise</p> <p>3.3.7 Residential Site Access for vehicles Standard 5.6.1.4</p>	
	OPTION 1: Do Nothing – Retain Existing Provisions	OPTION 2: Amend Wording and Maps This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> Environmental costs – Medium. Suboptimal environmental outcomes may arise if the Plan is not applied correctly. Economic costs – Medium. The processing of resource consents may take additional time if the Plan is not easily interpreted. Costs would be borne by developers through consent processing charges. Social costs – Low. Suboptimal social outcomes may arise if the Plan is not applied correctly. 	<ul style="list-style-type: none"> Environmental costs – None identified. Economic costs – Low. Costs of processing the Plan Change. Social costs – None identified.
Benefits	<ul style="list-style-type: none"> Environmental benefits – None identified. Economic benefits – None identified. Social benefits – None identified. 	<ul style="list-style-type: none"> Environmental benefits – Medium. Ensures the environmental objectives of the Plan are correctly applied. Economic benefits – Medium. Processing of resource consents may be streamlined due to the Plan being easier to interpret. Social benefits – Medium. Ensures good planning outcomes for communities.
Efficiency &	<ul style="list-style-type: none"> The Plan's objectives would be less efficiently and effectively achieved, as the provisions have been identified as being unclear 	<ul style="list-style-type: none"> Most efficient and effective in achieving Plan objectives, as the

Effectiveness of achieving Objectives	and/or incorrect.	changes would clarify how they are meant to be given effect to. <ul style="list-style-type: none"> • Improves the efficient functioning of the District Plan.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> • Not considered appropriate, as the provisions are unclear and incorrect, and result in unnecessary resource consents being required and/or adverse effects on adjoining owners/occupiers. 	<ul style="list-style-type: none"> • Appropriate, as the changes allow more informed decision-making processes that meet Plan objectives.

Table 5: Updates		
Description	This relates to the following sections. See relevant aspects of Section 3 for more details. 3.4.1 Reference to Wellington Record Sheets – Section 3.2.3.6 3.4.2 Definition of Noise Emission Level – Section 3.2 3.4.3 Central Area Noise Standard – 13.6.1 Side Note	
	OPTION 1: Do Nothing – Retain Existing Provisions	OPTION 2: Amend Wording and Maps This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> • Environmental costs – Low. Suboptimal environmental outcomes may arise if Plan information is outdated. • Economic costs – Low. If some Plan information is outdated, Plan users may question whether other information is outdated also. This could increase general time taken when using the Plan, due to the perceived and/or real need to validate information. • Social costs – Low. Suboptimal social outcomes may arise if the Plan information is outdated. 	<ul style="list-style-type: none"> • Environmental costs – None identified. • Economic costs – Low. Costs of processing the Plan Change. • Social costs – None identified.
Benefits	<ul style="list-style-type: none"> • Environmental benefits – None identified. • Economic benefits – None identified. • Social benefits – None identified. 	<ul style="list-style-type: none"> • Environmental benefits – Low. • Economic benefits – Medium. Reduces time finding out of date/irrelevant information. Information in the Plan is up to date and represents best practice and New Zealand Standards (where relevant) • Social benefits – Medium. Keeping the Plan up to date makes it easier for the public to understand and use the Plan.
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> • Not relevant as it as matter relating to what information to supply. 	<ul style="list-style-type: none"> • Most efficient and effective in achieving the Plan’s objectives and policies, as the proposed changes would ensure the objectives are kept in focus.

		<ul style="list-style-type: none"> • Improves the efficient functioning of the District Plan.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> • Not considered appropriate, as the provisions are out of date and do not reflect current circumstances. 	<ul style="list-style-type: none"> • Appropriate, because the changes ensure the Plan is up to date

Table 6: Reserve Rezonings

Description	<p>3.5.6 Bolton St Memorial Park</p> <p>3.5.7 Truby King Park</p> <p>3.5.8 Wilf Mexted Reserve</p>	
	OPTION 1: Do Nothing – Retain Existing Zoning	OPTION 2: Amend Zoning This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> Environmental costs – Medium. May inadvertently encourage inappropriate development and the land may not be managed according to community expectations Economic costs – None identified. Social costs – Low. Land is in Council ownership 	<ul style="list-style-type: none"> Environmental costs – None identified Economic costs – Low. Cost of processing the plan change Social costs – none identified.
Benefits	<ul style="list-style-type: none"> Environmental benefits – None identified Economic benefits – None identified Social benefits – None identified 	<ul style="list-style-type: none"> Environmental benefits – Medium. Better and more consistent outcomes across the entire site. Economic benefits – None identified. Social benefits – Low. Consistent provision will apply across the entire site. Providing easier administration under the district plan and Reserves Management Plans
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> The plans objectives and policies may not be met as different rules and policies apply to different parts of the site. 	<ul style="list-style-type: none"> Most efficient and effective in achieving Plan objectives, as the reserve areas can be considered as a single entity in any future assessment. Improves the efficient functioning of the District Plan by requiring assessment under one set of district plan provisions.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> Not considered appropriate, as different objectives polices and rules apply to the sites. 	<ul style="list-style-type: none"> Appropriate, because the changes allow all parts of the reserve to be considered under the same district plan objectives and policies.

Table 7: City housing Rezoning		
Description	3.5.1 190-206 Darlington Rd, Miramar from Conservations Site to Residential Outer. 3.5.2 49 – 67 Epuni Street From Open Space B to Residential Inner and Open Space C. 3.5.3 150 Cockayne Rd, Khandallah from Open Space B to Residential Outer 3.5.4 16 Punjab St, Khandallah from Open Space B to Residential Outer	
	OPTION 1: Do Nothing – Retain Existing Zoning	OPTION 2: Amend Zoning This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> • Environmental costs – Low. Sites have existing use rights for residential activity. • Economic costs – High. Renewal of housing stock will be more difficult as existing use rights are limited. • Social costs – High. If hosing stock /residential activity on these sites cannot continue or change to meet future housing needs of the community. 	<ul style="list-style-type: none"> • Environmental costs – Low. The sites are already developed and used for residential purposes. • Economic costs – Low. Cost of processing the plan change • Social costs – Low. The land is not currently available for public use due to the existing residential activity.
Benefits	<ul style="list-style-type: none"> • Environmental benefits – High (low probability) If land reverts to Open Space there is more reserve land for the community to access. • Economic benefits – Low. Renewal of housing stock may not occur. • Social benefits – Low. Housing stock may become rundown or fail to meet communities' needs if there are significant barriers to ongoing maintenance or redevelopment. . 	<ul style="list-style-type: none"> • Environmental benefits – Medium. Housing stock can be renewed if and when required. • Economic benefits – High. Housing stock can continue to meet needs, be maintained or renewed as is appropriate • Social benefits – Medium. Housing continues to be provided on these sites benefiting local communities.
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> • The objectives and policies of the Open Space Areas are not being met. • Residential activity cannot be undertaken efficiently as the zoning does not match the sites use. 	<ul style="list-style-type: none"> • Most efficient and effective in achieving Plan objectives, as the zoning of the site will reflect how the site is used. • Improves the efficient functioning of the District Plan.

Most appropriate for achieving Objectives	<ul style="list-style-type: none">• Not considered appropriate, as the actual use of the sites is not reflected in the sites zoning. The sites are used and managed for residential purposes and contain residential dwellings. sites have been used and developed for residential purposes while the underlying zone, the zoning does not reflect how the	<ul style="list-style-type: none">• Appropriate, as the zoning reflects the actual use and ensures that that use can continue. Any redevelopment of the existing housing would be assessed against the relevant residential provisions rather than Open Space provisions.
--	--	---

Table 8 : Rezoning of Council Land

Description	3.5.5 23 Batchelor Rd, Newlands from Open Space B to Residential Outer	
	OPTION 1: Do Nothing – Retain Existing Zoning	OPTION 2: Amend Zoning This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> • Environmental costs – Low. Area is retained as open space. • Economic costs – High. Area was to be used for a community centre which has been provided elsewhere and therefore the reason that this land was taken is no longer relevant. Community has access to open space /reserve land in the immediate vicinity. • Social costs – None identified. 	<ul style="list-style-type: none"> • Environmental costs – Medium. Loss of open space to the community. • Economic costs – Low. Cost of undertaking the Plan Change • Social costs – Medium. Rezoning will result in the loss of open space to the community, but increase residential development close to town centre.
Benefits	<ul style="list-style-type: none"> • Environmental benefits – High. Community benefits from having access to open space. • Economic benefits – None identified. • Social benefits – High. Community has access to open space. 	<ul style="list-style-type: none"> • Environmental benefits – Medium. Provide opportunities for residential development close to town centre. • Economic benefits – High. Additional housing will contribute to the vibrancy and vitality of the town centre and community. • Social benefits – High. Added housing will provide support for local business and community services.
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> • The objectives and policies of the Open Space A Area that provides for active recreation are not being met. • The land is unlikely to be developed as recreation space. 	<ul style="list-style-type: none"> • Most efficient and effective in achieving Plan objectives, the land was taken as Recreation reserve to provide for a Community centre. The Community Centre has been provided elsewhere in the town centre and is no longer required.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> • Not considered appropriate, as the site is not currently being used for its stated purpose and therefore the objectives of the district plan are not being met. 	<ul style="list-style-type: none"> • Appropriate, as residential use of the site will contribute to the overall vitality and vibrancy of the community and town centre.

Table 9 : Rezoning of Private Land

Description	3.5.9 14 -16 Kotinga Street, Melrose	
	OPTION 1: Do Nothing – Retain Existing Zoning	OPTION 2: Amend Zoning This is the RECOMMENDED option.
Costs	<ul style="list-style-type: none"> • Environmental costs – Low. Sites are developed for residential purposes and are in private ownership (and always have been). • Economic costs – High. Ongoing use and development of the sites for residential purposes will be more difficult with an Open Space zoning. • Social costs – None identified. 	<ul style="list-style-type: none"> • Environmental costs – Low. Land has never been available to the public • Economic costs – Low. Cost of undertaking the Plan Change • Social costs – None identified.
Benefits	<ul style="list-style-type: none"> • Environmental benefits – Low. There is no access to the public to these sites as they are in private ownership. • Economic benefits – None identified. • Social benefits – None identified. 	<ul style="list-style-type: none"> • Environmental benefits – None identified. • Economic benefits – High. Allows owners to undertake residential development in accordance with the provisions of the Residential Area provisions • Social benefits – None identified
Efficiency & Effectiveness of achieving Objectives	<ul style="list-style-type: none"> • The objectives and policies of the Open Space B Area that provide for recreation areas for the benefit of the community are not being met. • The land is in private ownership and was developed for residential purposes. 	<ul style="list-style-type: none"> • Most efficient and effective in achieving Plan objectives, the land is in private ownership and has always been used for residential purposes.
Most appropriate for achieving Objectives	<ul style="list-style-type: none"> • Not considered appropriate, as the site is not currently being used for its stated purpose and therefore the objectives of the district plan are not being met. 	<ul style="list-style-type: none"> • Appropriate, as residential use of the site can continue.

TRAFFIC BYLAW REVIEW 2015 - ADOPTION OF AMENDED BYLAW

Purpose

1. The Transport and Urban Development Committee (the Committee) is asked to recommend that the Council approve the amended Part 7: Traffic of the Wellington City Consolidated Bylaw 2008.

Recommendations

That the Transport and Urban Development Committee (the Committee):

1. Note that Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 has been reviewed to meet the Local Government Act 2002 (LGA) requirement to review bylaws every 10 years.
2. Note that on 5 August 2015 the Committee:
 - a. Approved a statement of proposal for public consultation on proposed amendments to Part 7: Traffic of the Wellington City Consolidated Bylaw 2008.
 - b. Agreed to establish a subcommittee to consider submissions and report back to the Committee.
3. Note that public consultation was open from 28 August to 30 September 2015 and the Traffic Bylaw Review 2015 subcommittee considered oral submissions on 8 October 2015.
4. Note that the Traffic Bylaw Review 2015 subcommittee considered a report on submissions on 22 October 2015, and agreed the Committee recommend that the Council adopt the amended Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (Attachment 1).
5. Agree to request that the Council adopt the amended Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (Attachment 1).
6. Agree to delegate to the Chair of the Committee the authority to amend Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

1. Under the Local Government Act 2002 local authorities must review bylaws at least every 10 years. Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (the Traffic Bylaw) must be reviewed by February 2016 in order to remain in force.
2. The Traffic Bylaw provides the Council with powers to:
 - create parking meter areas, residents parking areas and coupon parking areas;
 - specify times for parking and set parking fees; and
 - control vehicle traffic on any road in Wellington city (excluding state highways).

3. On 5 August 2015 the Committee considered and agreed a statement of proposal presenting a review of the Traffic Bylaw, and agreed to establish a Traffic Bylaw Review 2015 subcommittee (the subcommittee) to consider submissions and report back to the Committee.
4. Public consultation was open from 28 August to 30 September 2015 under sections 83 and 86 of the LGA. Nine submissions were received, and one oral submission was heard by the subcommittee on 8 October 2015. Most submitters expressed support for the proposed amendments.
5. A report on submissions was considered at a meeting of the subcommittee on 22 October 2015.
6. At the meeting on 22 October 2015, the subcommittee:
 - a. agreed amendments (additional to the amendments discussed in the statement of proposal) to the Traffic Bylaw to:
 - align content with the Wellington City Council Writing Style Guide 2015 (for example, consistent use of “the Council”)
 - correct an incorrect reference in clause 8.4 diii)
 - repeal clause 7.7 which appears to provide property owners with the right to residents parking permits (instead of trade coupons)
 - retain clause 8.12 d unchanged as re-ordering of content proposed in the statement of proposal would have had an unintended consequence of prohibiting the use of trade coupons in residents parking areas.
 - repeal clause 8.3 at it refers to “metered parking spaces which are also coupon parking areas”, when no such areas exist.
 - b. agreed to recommend that the Committee request that Council adopt the amended Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (Attachment 1).

Next Actions

7. If the Committee recommends that Council adopt the amended Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 the Council will consider it on 16 December 2015.
8. If Council agree the amended Traffic Bylaw it will come into effect on 17 December 2015.
9. The changes are not of a nature that will require public education.

Attachments

Attachment 1. Attachment 1: Amended Traffic Bylaw

Page 69

Authors	Leila Martley, Senior Policy Analyst Geoff Lawson, Principal Advisor
Authoriser	John McGrath, Acting Director Strategy and External Relations

SUPPORTING INFORMATION

Consultation and Engagement

The special consultative procedure statutorily required under the Local Government Act 2002 has been complied with in conducting the public consultation including oral hearings.

Treaty of Waitangi considerations

N/A

Financial implications

The amended bylaw will operate within existing budgets.

Policy and legislative implications

The amended bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.

Risks / legal

The statement of proposal was reviewed by DLA Piper. Any additional amendments are not significant.

Climate Change impact and considerations

N/A

Communications Plan

A marketing and communications plan for amended bylaw coming into effect will be managed by the Policy, and Marketing and Communications teams. These changes are not of a nature that will require public education.

Attachment 1: Amended Traffic Bylaw

Part 7: Traffic of the Wellington City Consolidated Bylaw 2008

Purpose

The purpose of this Part of the Bylaw is to set the requirements for parking and control of vehicle traffic on any road in Wellington City, excluding state highways controlled by the New Zealand Transport Agency.

This Part of the Bylaw is made pursuant to section 22AB of the Land Transport Act 1998. In addition, traffic and parking issues are also regulated and controlled by other Acts and Regulations. This includes the Land Transport (Road User) Rule 2004, which should be referred to in conjunction with this Bylaw.

1. Definitions and interpretation

1.1 In this Part of the Bylaw, unless the context otherwise requires:

Authorised officer means any person appointed or authorised by the Council to act on its behalf and includes any Parking Warden appointed under section 128D of the Land Transport Act 1998 or Police Officer.

Coupon parking space means a space in a coupon parking area which is suitable for the accommodation of a motor vehicle.

Coupon parking area is a "zone parking control" under the Land Transport Rule: Traffic Control Devices 2004 and means any area of land or building belonging to or under the control of the Council which is authorised by resolution of the Council pursuant to clause 11 of this Bylaw as a place where vehicles may be parked using parking coupons.

Parking coupon or coupon means a coupon issued by or on behalf of the Council to any person authorising the parking of a vehicle in a coupon parking space in accordance with these Bylaws.

Driver of a vehicle includes any person in charge of the vehicle.

Electronic parking monitor means a form of technology used to monitor whether a vehicle is occupying a parking space.

Electronic communications shall have the same meaning as the Electronic Transactions Act 2002

Footpath means as much of any road or public place that is laid out or constructed by the authority of the Council for pedestrian use.

Metered area means a road, area of land or building owned or controlled by the Council which is authorised by resolution of the Council to be used as a parking place and at which parking meters or multiple parking meters are installed and maintained, but does not include any Multiple Parking Meter area as defined herein.

Multiple parking meter means a parking meter which functions in respect of more than one parking space and includes pay and display parking meters.

Parking means:

- a. in relation to any road where parking is governed by the location of parking meters or multiple parking meters placed pursuant to this Bylaw, the stopping or standing of a vehicle on that portion of the road for any period exceeding 5 minutes; and
- b. in relation to any other road, the stopping or standing of a vehicle on a portion of the road.

Parking meter means a device, in relation to the time for which a vehicle may be parked in a parking space or in accordance with this Bylaw, designed to either:

-
- a. measure and indicate the period of time paid for and which remains to be used; or
 - b. issue a receipt, by print or electronic communications, showing the period of time paid for and accordingly which remains to be used;
and includes single, multiple and pay and display parking meters and any other device (for example, electronic application) that is used to collect payment in exchange for parking a vehicle in a particular place for a limited time.

Parking meter area means a road, area of land or building owned or controlled by the Council which is authorised by resolution of the Council to be used as a parking place and at which parking meters are installed and maintained.

Parking space means a space or section in a parking meter area indicated by and lying within any markings made by the Council (whether by paint or otherwise) for the accommodation of a vehicle, and "metered space" and "metered parking space" have a corresponding meaning.

Pay and display parking meter means a parking meter designed for the purpose of issuing a receipt, by print or electronic communications, indicating the date and time of payment of a fee, amount of fee paid and time until which a vehicle may be parked within a parking meter area controlled by that pay and display parking meter.

Permit means a permit to park a vehicle on a road supplied by the Council, under this Bylaw.

Prescribed fee means New Zealand coin, or token, card, prepaid parking device, or other system of payment prescribed by resolution of the Council pursuant to this Bylaw as the fee payable for parking in a parking meter area.

Reserve shall have the same meaning as in the Reserves Act 1977.

Resident, in respect of a particular road the subject of a Residents Parking Scheme Resolution under this Bylaw, means a person whose only or principal residential accommodation is a dwelling or other building which has its only or principal legal access from that particular road, or which has such access in the vicinity of that road.

Residents parking scheme means the provision by the Council of parking places for residents pursuant to a resolution passed under this Bylaw which may be in conjunction with any ancillary parking or loading resolutions for all vehicles used by non-residents.

Road shall have the same meaning as in section 315 of the Local Government Act 1974 and shall where the context requires include a street (excluding State Highways) and any place the public has access to, whether as of right or not.

Single parking meter means a parking meter designed for the purpose of measuring and indicating the time for which a vehicle may be parked in a particular parking space.

Taxi means a motor vehicle that is:

- a. a small passenger service vehicle; and
- b. fitted with a sign on its roof displaying the word 'taxi' and any other signs required by law.

Taxi restricted parking area means the area or areas of road identified as such by resolution of the Council from time to time.

1.2 Notwithstanding anything in Part 1 of this Bylaw, but subject to clause 1.1, any words, phrases or expressions used in this Part of this Bylaw which have meanings assigned to them by the Local Government Act 1974, the Land Transport Act 1998, and Rules made under the Land Transport Act 1998 or any amendments thereof, shall have

the meanings as are respectively assigned in those Acts/Rules, unless those meanings would be repugnant to, or inconsistent with, the context in which such words, phrases or expressions, occur.

2. Creation of parking meter areas

2.1 The Council may from time to time pass a resolution to:

- a. Declare that any road or land controlled by the Council is a parking meter area.
- b. Declare the times and for how long vehicles may park in parking spaces or parking meter areas.
- c. Fix the fees that must be paid for the parking of vehicles within parking spaces or parking meter areas.
- d. Provide for and regulate the operation, maintenance, control, protection, use or discontinuance of parking spaces, parking meter areas, and parking meters.

2.2 In accordance with any resolution under clause 2.1:

- a. [repealed]
- b. Single parking meters shall be placed on and firmly fastened to the kerb or footpath adjoining each parking space and each parking meter shall clearly display the period of time for which a vehicle may be parked in that parking space and the prescribed fee required to activate the meter.
- c. Multiple parking meters shall be located within the parking meter area which they are to control. A multiple parking meter shall be erected in a position where it is clearly visible. Details of the period of time for which a vehicle may park within the area and the prescribed fee required to activate the meter shall be clearly indicated on the meter.

-
- d. The limits of parking meter areas controlled by single parking meters shall be indicated by white markings painted on the street or area, or otherwise marked, by the Council. The limits of parking meter areas controlled by multiple parking meters shall be indicated by signs.

3. When parking by meter applies

3.1 A parking meter shall apply during the hours set by resolution of the Council and shown on the meter.

3.2 Subject to any parking time limits and restrictions, any metered parking space or area may be occupied without charge on any days, hours, or in any locations where there are specific exceptions made by resolution of the Council.

3.3 If any conflict arises between a resolution regarding the application of any parking meter (as it may be shown on the meter) and any other resolution regarding traffic control (as may be shown on any sign erected), then the provisions of the ~~latter~~ resolution shown on the signs shall apply.

4. Parking at parking meters

4.1 In respect of areas controlled by parking meters:

- a. No driver of a vehicle shall park:
- i. a vehicle on or over any marking indicating the limits of the parking space or area, or
 - ii. so that the vehicle is not entirely within any markings which indicate the limits of the parking space or area.

However, where a vehicle has a trailer attached, the driver of it may park the vehicle and trailer in two adjacent parking spaces which are in the same alignment, paying the fees as are required for both spaces.

-
- b. In an angle park, the front or the rear of the vehicle (as the case may be) shall be as near as is practical to the kerb.
 - c. No driver of a vehicle shall park it in a parking space already occupied by another vehicle, provided that more than one motorcycle may be parked in a parking space.
 - d. Where more than one motorcycle occupies a parking space only one parking fee for any authorised period shall be required. However, no motorcycle shall remain parked in the parking space while the parking meter placed at that parking space shows the authorised period has expired, or for a time in excess of the maximum authorised period.
 - e. Subject to paragraph (f) of this clause, if the parking space or area is parallel to the kerb or footpath, the driver of any vehicle (except a motorcycle) shall park the vehicle so that it is headed in the general direction of the movement of the traffic on the side of the street on which it is parked.
 - f. A motorcycle may be parked otherwise than parallel to the kerb or footpath provided that during the hours of darkness it shall be sufficiently illuminated so as to be visible from at least 50 metres.
 - g. A taxi may not stop, stand or park in any metered area in the taxi restricted parking area, unless it is on a designated stand as defined in the Land Transport Rule: Operator Licensing 2007 or it is waiting for a hirer who has already hired the vehicle.

5. Payment of fees

5.1 When any vehicle is parked in a parking space or area the driver of that vehicle shall immediately:

-
- a. insert in the parking meter installed at that space, or area, the prescribed fee so that the meter mechanism is activated, or
 - b. activate a prepaid parking or other payment device (for example, making payment using an electronic application) approved by the Council.

Any vehicle may be lawfully parked in a parking space or area during the period which has been paid for.

5.2 It shall be lawful for the driver of a vehicle during, or when the period which has been paid for expires, to insert another prescribed fee in the parking meter and set the parking meter in operation for a further period. However, where a maximum authorised period has been declared by resolution of the Council and is indicated on the parking meter, it is an offence for the driver of the vehicle to occupy the same space in that area for a time in excess of the maximum authorised period.

6. Parking at multiple parking meters

6.1 No driver of a vehicle shall park that vehicle in a parking meter area controlled by a multiple parking meter without complying with the directions and requirements indicated by any multiple parking meter and relevant notices installed at the area. Compliance will include paying the prescribed fee to cover the period of parking, receiving and (if a print ticket is required) displaying a ticket from the multiple parking meter in respect of that payment, or activating a prepaid parking or other payment device approved by the Council as the case may be.

6.2 The driver of a vehicle shall:

- a. park that vehicle so that it is contained wholly within a parking space where marked, or area.
- b. (if a print ticket is required to be displayed) place the ticket authorising the vehicle to be parked at the multiple parking meter, on the inside of the

vehicle's windscreen closest to the kerb, so that the information is visible to inspection from outside the vehicle, or in the case of other payment devices approved by the Council, as directed in that approval.

- c. not display an obsolete ticket.

6.3 In a parking meter area controlled by a multiple parking meter, an authorised officer may exercise any of the relevant powers under section 113, section 128E and section 139 of the Land Transport Act 1998.

6.4 No person shall park any vehicle in any aisle, entry or exit lane of any parking meter area controlled by a multiple parking meter.

6.5 No person shall park a motorcycle in any parking meter area controlled by a multiple parking meter, other than in any part specifically set aside for motorcycles.

6.6 The Council may from time to time set aside any parking space in a parking meter area controlled by a multiple parking meter for reserved parking upon payment of a fee. This fee shall be set by resolution of the Council and is payable as specified in that resolution.

7. Residents parking schemes

7.1 Every resolution under clause 11 setting aside an area for a residents parking scheme may specify:

- a. The roads, or parts of road, subject to the scheme.
- b. A form of vehicle sticker to identify the vehicles of residents holding a permit to park in terms of the scheme and where the sticker shall be fixed to the windscreen.

-
- c. The hours and days of the week during which the scheme shall operate (which may be expressed to differ on different parts of a road, and which may apply all the time).
 - d. The fees it will charge to cover the reasonable cost to the Council of the service involved in granting a permit to park, instituting and maintaining and policing the scheme, erecting traffic signs and placing road markings, and otherwise in relation to the reserving of the parking places.
 - e. The form or declaration to be used by residents applying for a permit, together with the evidence required to support the application.
 - f. That parking on a road is limited only to the vehicles of residents. All other vehicles, or specified classes or types of vehicles, shall be subject to the parking or loading restrictions in respect of that road.
 - g. The number of residents in any one building, or in specified sizes or types of buildings, that may be entitled to a permit.
 - h. Any other matters that the Council considers relevant.

7.2 Residents permits act as an exemption permit to the coupon parking charges within the areas to which they apply and holders are able to park in:

- a. Residents parking areas; and
- b. Coupon parking areas.

7.3 No permit is capable of being assigned or transferred to any person or vehicle, unless specifically issued by the Council for that purpose.

7.4 A permit holder shall immediately destroy the permit on ceasing to own the subject vehicle, or on ceasing to be a resident.

7.5 If a resident obtains a different vehicle from the subject of a current permit, they, upon making a new application, shall be supplied with a new permit for that different vehicle for the balance of the permit period without paying a further fee.

7.6 A permit shall not be construed to mean that:

- a. a resident is assured of a parking place by the Council
or
- b. the Council is liable for any loss of, or damage to, a vehicle or its contents merely because it is parked pursuant to that permit.

7.7 [repealed]

7.8 Exemptions from residents parking may be granted by the Council as follows:

- a. The Council may issue, on application, a permit exempting a vehicle from the requirements of the residents parking scheme.
- b. The fee for the residents parking exemption permit will be set by resolution under clause 11. The fee will be calculated taking into account the cost of processing an application, issuing the exemption permit and policing the scheme.
- c. Exemptions to residents parking can be made in the case of trades people/service authorities/property owners carrying out work, and needing to park in one of these areas to undertake the work. The owner of the vehicle must apply for a trade coupon from the Council and pay any fee set by resolution of the Council. The trade coupon must be displayed on the

vehicle in a location readily visible from the kerbside when the vehicle is parked in a residents parking area.

8. Coupon parking

8.1 The Council may by resolution specify:

- a. The roads, or parts of road, designated as a coupon parking area.
- b. A form of coupon to identify that a vehicle is parking lawfully in the coupon parking area.
- c. Where the coupon shall be displayed on the vehicle.
- d. Fees payable for parking vehicles in any coupon parking area.
- e. The operation, maintenance, control, protection, use or discontinuance of coupon parking areas.
- f. A form of vehicle windscreen sticker to identify the vehicles of residents holding a permit to park pursuant to a parking scheme and which will exempt vehicles from coupon parking.
- g. The hours and days of the week during which coupon parking shall operate (the hours and days may apply at all times, and may be expressed to differ on different parts of a road).
- h. The free period a vehicle may park or remain parked without displaying a coupon or a valid permit.
- i. When and how coupons may be used in parking meter areas.
- j. Any other matters that the Council considers relevant.

8.2 [repealed]

8.3 [repealed]

8.4 The provisions of this clause shall apply to any coupon parking area during the hours which the Council has resolved, under clause 8.1(g) of this Bylaw, to be the hours during which parking by coupon shall operate in that coupon parking area.

- a. When a vehicle is parked in a coupon parking area, the driver of that vehicle shall also comply with any other restriction identified as applying to that area.
- b. When a vehicle is parked in a coupon parking area, the driver of that vehicle shall display on that vehicle a valid parking coupon, from the time that any free parking period approved by the Council in accordance with clause 8.1 (h) has ended. The coupon is to be displayed in accordance with the instructions printed on the coupon or on the booklet from which the coupon has been detached. For avoidance of doubt, the coupon may be displayed from the time of parking, and must be displayed from when any free parking period has ended.
- c. A parking coupon shall only be valid if:
 - i. The coupon is not torn, defaced or mutilated to such extent that any indicator, figure or other particular is not legible; and
 - ii. The coupon has no alteration, erasure or other irregularity; and
 - iii. The coupon has been activated in accordance with clause 8.6 of this Bylaw; and
 - iv. The coupon is not for any other reason invalid.

8.5 Subject to clause 8.3 no driver of any vehicle shall cause, allow, permit or suffer such vehicle to be parked or remain parked in a coupon parking area without a valid parking coupon being displayed on that vehicle in accordance with the provisions of this Bylaw.

8.6 A parking coupon shall be activated by indicating on the coupon, in accordance with the instructions printed on the coupon or the booklet in which the coupon is attached, the date of the commencement of parking the vehicle on which the coupon is to be displayed in the parking coupon area.

8.7 The Council, or any authorised officer, may issue parking coupons on payment of the appropriate fees which shall from time to time be fixed by the Council in accordance with clause 8.1(d).

8.8 All parking coupons shall be issued with printed instructions as to the display and activation of such coupons.

8.9 No refund shall be allowed for any unused coupons except in such circumstances as the Council may allow and only then if the coupons are not defaced, mutilated or in any other manner rendered invalid.

8.10 Any authorised officer may, for the purposes of this Bylaw, require the driver of any motor vehicle parked in any coupon parking area, to produce for their inspection any parking coupon displayed on such motor vehicle and that authorised officer may retain any such parking coupon.

8.11 A coupon may not be construed to mean that:

- a. A driver is assured of a parking space by the Council; or

-
- b. That the Council is liable for any loss of, or damage to, a vehicle or its contents merely because it is parked pursuant to that coupon.

8.12 Exemptions from coupon parking may be granted by the Council as follows:

- a. The Council may issue, on application, a permit exempting a vehicle from the requirements of coupon parking (a coupon exemption permit). The coupon exemption permit allows a person living in a coupon parking area to be exempt from displaying a coupon in their vehicle.
- b. The coupon exemption permit must be displayed on the windscreen of the vehicle when the vehicle is parked in a coupon parking area.
- c. The fee for the coupon parking exemption permit will be set by resolution under clause 11. The fee will be calculated taking into account the cost of processing an application, issuing the exemption and the cost of policing the scheme.
- d. A coupon parking exemption does not allow the permit holder to park in a residents parking area.
- e. Exemptions to coupon parking can also be made in the case of:
 - i. Businesses with no off-street parking located outside the metered central business district time restricted area. One free coupon exemption permit may be granted on application.
 - ii. Schools with no off-street parking which require vehicles to overcome any proven operational difficulties enabling the school to function free from coupon parking. Five free coupon exemption permits may be granted on application.

- iii. Registered community service groups with no off-street parking which can demonstrate a need for a vehicle to carry out community work. One free coupon exemption permit may be granted on application.
 - iv. Tradespeople/service authorities/property owners carrying out work, and needing to park in one of these areas to undertake the work. The owner of the vehicle must apply for a trade coupon from the Council and pay any fee set by the Council by resolution. The trade coupon must be displayed on the vehicle in a location readily visible from the kerbside when the vehicle is parked in a coupon parking area.
- f. The Council may withhold exemptions in the case of those persons or organisations with possible alternative options open to them, as in the case of shift workers. Such options would include:
- i. Car pooling one way and public transport the other way.
 - ii. Workers or employees are able to purchase a common coupon, making it available on a rotation basis.

9. Vehicle removal

9.1 Any vehicle, parked in a parking space, parking area, building, transport station, on a road or on a footpath in any manner not in conformity with this Bylaw or resolutions passed under this Bylaw may be removed at the request of an authorised officer. Such a removal will be to a nearby lawful place for vehicle parking, or to any Council vehicle pound, or to any yard in the city occupied by any company engaged by the Council to remove such vehicles, as he or she thinks fit. All charges relating to the removal of the vehicle or bulk bin or container shall be met by the owner.

9.2 Vehicles may also be removed by the Council or their appointed agents from a parking space, parking area, building, transport station or road where these facilities require resealing or any other type of repair or maintenance. The removal of vehicles will be undertaken where the vehicle obstructs such activity or, by its position, prevents the activity from taking place.

9.3 If the Council is to remove vehicles under clause 9.2, they must give notice at least 48 hours prior to the resealing, repair or maintenance indicating the Council's intention to undertake the activity. Notice of the activity may be provided either through residential post boxes or on vehicles parked in the street in which the activity is to take place or through notices in a local newspaper or any combination of these. The notices will request that vehicles be removed from the road, parking space, building or transport station to allow the resealing, repair or maintenance activity to occur. After issuing a notice, the Council will not be obliged to make any further contact with the owners of the vehicles prior to their removal.

9.4 Any vehicle may be detained at the place to which it has been removed by the Council or its appointed agents until the reasonable costs of the removal and of any subsequent daily storage are paid by any person requesting the possession of that vehicle.

9.5 The Council may authorise the removal of any cycle left in a parking space, or any motorcycle or power-cycle left leaning against a parking meter, in contravention of this clause. The owner of the motorcycle, power-cycle or cycle may be required to pay to the Council any cost of removal.

9.6 Owners of vehicles removed or impounded in terms of clause 9.1 may obtain access to storage premises for the purposes of recovering their vehicles once the costs of removal and storage of the vehicles have been met.

9.7 The minimum hours during which the owners of impounded vehicles, or their appointed agents, have access to storage premises to recover their vehicle are those set out in Regulation 7(b) of the Land Transport (Requirements for Storage and Towage of Impounded Vehicles) Regulations 1999.

9.8 Access to storage premises may also be obtained outside of these times provided any such arrangement is mutually agreed between the parties concerned. The tow company/storage provider is entitled to charge for allowing access to vehicles after these hours. The tow company/storage provider involved must make known their access hours as well any additional charges for access after the hours for access by owners to vehicles.

9.9 Any bulk bin or container, which is on a road or private road, in breach of this bylaw may be removed in accordance with clause 9.1.

9.10 The Council may declare by resolution any private road to be a no-parking area. In order that a no parking area may be declared, the Council must:

- a. Obtain written consent of all adjoining landowners of the area concerned;
and
- b. Erect signage as required under the Land Transport Rules.

9.11 The powers that may be exercised under this clause are in addition to those provided in section 128E of the Land Transport Act 1998 and sections 348 and 356 of the Local Government Act 1974.

10. Temporary discontinuance of a parking place

10.1 If an authorised officer is of the opinion that any parking place should be temporarily discontinued as a parking space or area the authorised officer may cause a sign/signs or meter-hoods to be placed or erected which indicate "No Stopping". It shall

be unlawful for any person to stop or park a vehicle at the parking space or area affected while any sign/signs or meter-hoods are placed or erected.

10.2 If the authorised officer is of the opinion that any parking place should be temporarily discontinued, except for the use of a trade vehicle (as defined by the Council from time to time by resolution) or other specified vehicle, the authorised officer may place or erect or cause to be placed or erected a sign or signs, temporary barricades, or meter-hoods sufficiently indicating "Reserved parking" for a specific trade or other specified vehicle and it shall be unlawful for any person other than a person specifically authorised by the authorised officer to stop or park a vehicle at the parking space or area affected while any sign/signs or meter-hoods are placed or erected or to remove any sign or signs, temporary barricades or meter-hoods so placed or erected.

10.3 The Council may from time to time, by resolution, fix fees payable for users or classes of users authorised by an authorised officer to parking spaces or areas reserved in the manner prescribed by clause 10.2 hereof.

11. Provision for resolutions

11.1 The Council may by resolution impose such prohibitions, restrictions, controls, or directions concerning the use by traffic or otherwise of any road or other area or building controlled by the Council unless the restriction/control/prohibition/direction is already provided for in a relevant enactment or Land Transport Rule (in which case a Council resolution is not required).

11.2 Any resolution may:

- a. Be made in respect of a specified class, type or description of vehicle, and may be revoked or amended by the Council.

-
- b. Be expressed or limited to apply only on specified days, or between specified times, or in respect of specified events or classes of events, or be limited to specified maximum periods of time.
 - c. Also, where appropriate, prescribe, abolish or amend fees, whether annual, hourly or otherwise, as the Council may reasonably require for any parking space, parking area, building, transport station, or residents coupon parking scheme; and may prescribe the methods of displaying appropriate receipts for payments, or other authority to use or park in such spaces buildings or areas.
 - d. In respect of any resolution made in terms of this Bylaw, specify a minimum number of occupants in any private motor vehicle.
 - e. Be made in respect of any defined part of a road, including, any defined footpath, carriageway or lane.

12. Public notification

12.1 Any resolution proposed under this Part shall be placed on the Council's website at least 14 days before the Council considers it. Any person may provide comments, in writing, on the proposed resolution and those comments will be considered by the Council before it makes a resolution. Any person who has made written comments may request to be heard by the Council and it is at the Council's sole discretion whether to allow that request.

13. Offences

13.1 The provisions of Part 1 of this Bylaw notwithstanding, every person commits an offence against this Bylaw who:

- a. Fails to comply in all respects with any prohibition or restriction or direction or requirement indicated by the lines, domes, areas, markings, parking meters, multiple parking meters, traffic signs, or other signs and notices, laid

down, placed, or made, or erected in or on any road, building, or other area controlled by the Council, pursuant to any provision of this Bylaw, or of any resolutions made thereunder.

- b. Fails to comply with any resolution made under this Bylaw or fails to comply with any duty, obligation, or condition imposed by this Bylaw.
- c. Drives a vehicle on any street in a manner which interferes with or obstructs any funeral or civic or State or authorised procession.
- d. Drives any vehicle over any hose in use in connection with an outbreak or alarm of fire provided that it shall not be an offence under this clause so to drive if hose bridges are provided or the driver is directed by a traffic officer, police officer or Fire Service officer.
- e. Drives or parks a vehicle so as to hinder or obstruct any member of the Fire Service engaged in connection with any outbreak or alarm of fire, the Police, Ambulance Service, or other emergency services in carrying out their respective duties.
- f. [repealed]
- g. [repealed]
- h. [repealed]
- i. [repealed]
- j. Drives or parks any vehicle on a street where it is in such a condition that an undue quantity of oil, grease or fuel drops from such vehicle.

-
- k. Unloads any vehicle so as to cause or, be likely to cause, damage to the pavement or any footpath.
 - l. Drives any motor vehicle on to any property of the Council other than a road or permits the vehicle to stand or remain standing on any such property without the consent of the Council.
 - m. Drives or parks a vehicle on any grassed or cultivated area under the control of the Council.
 - n. Leaves in or on any road or private road within the city for a period exceeding 7 days, any vehicle having no effective motive power in or attached to it, or in such a state that it cannot be safely driven, or so disabled or damaged that it cannot be driven.

It shall not be a defence to a charge under this paragraph that the vehicle is under repair, if that repair exceeds 7 days.

For the purposes of this paragraph "vehicle" also includes caravans, trailers, boats, and the shell or hulk of a vehicle.

- o. Parks in a road in front of any property in a residential area as defined in the Council's District Plan, where the size of the vehicle parked, or the continual nature of the parking, unreasonably prevents occupants from parking outside their property, excluding commercial vehicles parked on the road temporarily for business purposes.
- p. In relation to residents parking:
 - i. Makes a false application or supplies false details in an application;

-
- ii. Places a permit on a vehicle for which it was not issued;
 - iii. Places or maintains a permit, or allows a permit to be placed or maintained, on a vehicle which is no longer being used by a resident;
 - iv. Parks a vehicle in a place that is the subject of a residents parking scheme without a current windscreen sticker for the residents parking scheme being displayed on the vehicle; or
 - v. Parks a vehicle in a place that is subject to the residents parking scheme, without displaying a current exemption permit on the vehicle.
- q. In relation to coupon parking:
- i. Parks within the coupon parking area for longer than the free period without displaying a clearly validated coupon on the vehicle; or
 - ii. Displays a coupon on the vehicle for a date other than the date indicated; or
 - iii. Parks in excess of any other time restriction or contrary to any other parking restriction in place within the coupon parking area; or
 - iv. Parks within the coupon parking area, without displaying a current exemption permit on the vehicle.
- r. Fails to produce a coupon on demand pursuant to clause 8.10.

-
- s. Causes, allows or permits any vehicle to be parked in any parking space or area except in accordance with, or pursuant to, the provision of this Bylaw and of any resolutions.
 - t. Causes, allows or permits any vehicle to remain parked in a parking space or area for more than 24 hours where no other maximum authorised period is specified in a resolution of the Council or on a parking meter or signs in its vicinity.
 - u. Causes to be inserted in any parking meter anything other than the prescribed coin or coins or does not comply with any other card or token system prescribed by resolution of the Council as a method of making payment of the parking fee.
 - v. Fails to activate an approved parking device while parked in a parking space or area, adjusts the tariff to make it different from that required at that space, or displays the tariff incorrectly so that it cannot be read for enforcement purposes.
 - w. Places or leans a motorcycle or power-cycle on or against a parking meter.
 - x. Places or leaves a cycle on any parking space.
 - y. Misuses any parking meter.
 - z. Interferes or tampers with the working or operation of any parking meter or pay and display machine or electronic parking monitor.
 - aa. Without due authority from the Council affixes any placard, advertisement, notice, list, document, board or thing on, or paints, or writes upon any parking meter or electronic parking monitor.

-
- bb. Wilfully damages any traffic control sign or parking meter or electronic parking monitor.
 - cc. Parks a motorcycle or power-cycle between parking spaces.
 - dd. Operates or attempts to operate any parking meter by any means other than as prescribed by this Bylaw.

14. Parking defences

14.1 It shall be a defence to any person who is the driver, or is in charge of any vehicle and who is charged under this Bylaw with a breach of any condition imposed by this part of this Bylaw relating to any parking space if such person proves that the act complained of was done:

- a. in compliance with the directions of a police officer or traffic officer, or that the vehicle was engaged on a public work and was being used on the road with due consideration for other road users; or
- b. with a vehicle used by an Ambulance Service or the Fire Service, Police or other emergency service in the urgent carrying out of their respective duties.

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 22 September 2015, giving the public 18 days to provide feedback.

All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a) Mobility park at all times – Onepu Road, Kilbirnie (TR60-15)

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

Column One	Column Two	Column Three
Coutts Street	No stopping except for vehicles displaying an operation mobility card, at all times	West side, commencing 64 metres from its intersection with Cruickshank Street (Grid coordinates x=1,750,260.1 m, y=5,424,054.2 m), and extending in a northerly direction following the western kerbline for 8 metres.

- b) Formalising a shared pedestrian and cycle path between Aotea Quay and Bunny Street – Waterloo Quay, Pipitea (TR70-15)

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waterloo Quay	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	East side, commencing 37.0 metres north of its intersection with Bunny Street (Grid coordinates x= 1749098.2m,

y=5428602.2m) and extending in a northerly direction following the eastern kerbline for 920.0 metres.

- c) Additional No Stopping At All Times Restriction – Inglis Street, Seatoun (TR71-15)

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

Column One	Column Two	Column Three
Inglis Street	No Stopping - At All Times	East side, commencing 97 metres south of its intersection with Forres Street (Grid coordinates x=1,753,406m, y=5,423,877m), and extending in a southerly direction following the eastern kerbline for 13 metres to the intersection with Dundas Street.

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

Column One	Column Two	Column Three
Inglis Street	No Stopping - At All Times	East side, commencing 90 metres south of its intersection with Forres Street (Grid coordinates x=1,753,406m, y=5,423,877m), and extending in a southerly direction following the eastern kerbline for 20 metres to the intersection with Dundas Street.

- d) No stopping, at all times – Birdwood Street, Karori (TR73-15)

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

Column One	Column Two	Column Three
Birdwood Street	No stopping, at all times	East side, commencing 297.5 metres south of its intersection with Braithwaite Street (Grid coordinates

x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line for 55 metres.

Birdwood Street	No stopping, at all times	East side, commencing 375 metres south of its intersection with Braithwaite Street (Grid coordinates x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line for 175.5 metres to its intersection with Chaytor Street.
-----------------	---------------------------	--

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

Column One	Column Two	Column Three
Birdwood Street	No stopping, at all times	East side, commencing 297.5 metres south of its intersection with Braithwaite Street (Grid coordinates x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line for 253 metres to its intersection with Chaytor Street.

- e) No stopping, at all times – Thatcher Crescent, Crofton Downs (TR74-15)

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

Column One	Column Two	Column Three
Thatcher Crescent	No stopping, at all times	East side, commencing 57 metres from its intersection with Silverstream Road (Grid coordinates x= 1,747,952.9 m y= 5,431,508.8 m), and extending in a northerly direction following the eastern kerblines for 21 metres.

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

Column One	Column Two	Column Three
Thatcher Crescent	No stopping, at all times	East side, commencing 57 metres north of its intersection with Silverstream Road

		(Grid coordinates x= 1,747,952.9 m y= 5,431,508.8 m), and extending in a northerly direction following the eastern kerbline for 31 metres.
Thatcher Crescent	No stopping, at all times	West side, commencing 85.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerbline for 5 metres.
Thatcher Crescent	No stopping, at all times	West side, commencing 97.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerbline for 9.5 metres.
f) No stopping, at all times – Mandalay Terrace, Khandallah (TR75-15)		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Mandalay Terrace	No stopping, at all times	West side, commencing 80 metres north of its intersection with Cashmere Avenue (Grid coordinates x= 1,750,889.6 m y= 5,432,095.1 m), and extending in a northerly direction following the Western kerbline for 41 metres.
g) No stopping, at all times – Brook Street, Thorndon (TR77-15)		
Remove from Schedule B (No Stopping Restriction) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Brook Street	No stopping at all times	North side, commencing 17 metres east of its intersection with Murphy Street and extending in an easterly direction following the eastern roadside for 6 metres
Brook Street	No stopping at all	North side, commencing 17 metres

	times	west of its intersection with Murphy Street and extending in an easterly direction following the eastern roadside for 6 metres
Brook Street	No stopping at all times	North side, commencing from its intersection with Murphy Street and extending in an easterly direction following the northern kerblines for 6 metres
Brook Street	No stopping at all times	South side, commencing 20 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern roadside for 6 metres
Brook Street	No stopping at all times	South side, commencing 20 metres west of its intersection with Murphy Street and extending in an easterly direction following the southern roadside for 6 metres
Brook Street	No stopping at all times	South side, commencing at its intersection with Murphy Street and extending in an easterly direction following the southern roadside for 9 metres

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

Column One	Column Two	Column Three
Brook Street	No stopping at all times	North side, commencing at its intersection with Murphy Street (Grid coordinates x= 1,749,046.1 m, y= 5,429,176.3m), and extending in an easterly direction following the northern kerblines for 3 metres
Brook Street	No stopping at all times	North side, commencing 14 metres from its intersection with Murphy Street (Grid coordinates x= 1,749,046.1 m, y= 5,429,176.3m), and extending in an easterly then southerly then westerly direction following the kerblines for 33 metres

- h) Bus Stop, Mon-Fri 7am-9am and 3pm-4pm, P10 Loading Zone, Mon- Fri 9am-3pm
P60 At Other Times – Murphy Street, Thorndon (TR78-15)

Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Murphy Street	P10, loading zone, Monday to Friday, 9:00am – 3:00pm	East side, commencing 78.5 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 7.5 metres

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

Column One	Column Two	Column Three
Murphy Street	P60, At Other Times	East side, commencing 78.5 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 7.5 metres

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

Column One	Column Two	Column Three
Murphy Street	P60, At Other Times	East side, commencing 95 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 14.5 metres

- i) Residents parking, at all times – Grant Road, Thorndon (TR79-15)

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

Column One	Column Two	Column Three
Grant Road	No stopping at all times	East side, commencing from its intersection with Aorangi Terrace

and extending in a northerly direction following the eastern kerbline for 27.5 metres.

Remove from Schedule E (Residents Parking Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Grant Road	No stopping except for authorised residents vehicles, at all times	East side, commencing 26.5 metres north of its intersection with Aorangi Terrace and extending in a northerly direction following the eastern kerbline for 6 metres.

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

Column One	Column Two	Column Three
Grant Road	No stopping at all times	East side, commencing 78.5m southwest of intersection with Malcolm Lane (Grid coordinates x= 1,748,551.7m, y= 5,429,386.8m), and extending in a south westerly direction following the eastern kerbline for 22 metres to its intersection with Aorangi Terrace.

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

Column One	Column Two	Column Three
Grant Road	No stopping except for authorised residents vehicles, at all times	East side, commencing 67.5m southwest of intersection with Malcolm Lane (Grid coordinates x= 1,748,551.7m, y= 5,429,386.8m), and extending in a south westerly direction following the eastern kerbline for 11 metres.

- j) DC, CC, FC parking Monday to Friday 8:00am-6:00pm – Hill Street, Thorndon (TR80-15)

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

Column One	Column Two	Column Three
------------	------------	--------------

Hill Street	DC, CC, FC parking, Monday to Friday, 8:00am-6:00pm	North side, commencing 121.5m east of intersection with Guildford Terrace (Grid coordinates x= 1,748,683.6m, y= 5,428,988.6m), and extending in an easterly direction following the northern kerbline for 6 metres.
-------------	---	---

- k) DC, CC, FC parking Monday to Friday 8:00am-6:00pm – Victoria Street, Te Aro (TR82-15)

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

Column One	Column Two	Column Three
Victoria Street Slip lane, East Side	Metered parking, P120 maximum, Monday to Sunday, 8:00am – 6:00pm	East side slip lane, commencing 15.3 south of the slip lane inception (Grid coordinates x= 2658439.1m, y= 5988761.8m), and extending in a southerly direction following the kerbline for 6.1 metres. (1 parallel carpark)

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

Column One	Column Two	Column Three
Victoria Street Slip lane, East Side	DC, CC, FC parking, Monday to Friday 8:00am-6:00pm	East side slip lane, commencing 15.3 south of the slip lane inception (Grid coordinates x= 2658439.1m, y= 5988761.8m), and extending in a southerly direction following the kerbline for 6.1 metres. (1 parallel carpark)

- l) DC, CC, FC parking Monday to Friday 8:00am-6:00pm – Aurora Terrace, Wellington Central (TR83-15)

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

Column One	Column Two	Column Three
Aurora Terrace	Parking Meters, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday 8:00am-1:00pm	South side, commencing 9 metres west of intersection with The Terrace and extending in a westerly direction following the southern kerbline for 28 metres.(5 carparks)

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

Column One	Column Two	Column Three
Aurora Terrace	DC, CC, FC parking, Monday to Friday 8:00am-6:00pm	South side, commencing 9 metres west of intersection with The Terrace (Grid coordinates x= 1,748,306.4m, y= 5,426,947.8m), and extending in a westerly direction following the southern kerbline for 5 metres.(1 carpark)

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

Column One	Column Two	Column Three
Aurora Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	South side, commencing 14 metres west of intersection with The Terrace (Grid coordinates x= 1,748,306.4m, y= 5,426,947.8m), and extending in a westerly direction following the southern kerbline for 23 metres.(4 carparks)

- m) Additional Mobility Park - Outside 159 The Parade (Island Bay Medical Centre) (TR84-15)

Delete from Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	P60 Monday to Saturday 8:00am - 6:00pm	East side, commencing 39.3 metres south of the northern kerbline of Medway Street (Grid Coordinates X=1748394.2 metres, Y= 5422525.8 metres) and extending in a southerly direction for 11 metres.

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

Column One	Column Two	Column Three
The Parade	P60 Monday to Saturday 8:00am - 6:00pm, Vehicles Displaying an Operational Mobility Permit Only	East side, commencing 34.6 metres south of the northern kerbline of Medway Street (Grid Coordinates X=1748394.2 metres, Y= 5422525.8 metres) and extending in a southerly direction

for 15.6 metres.

- n) P30 time limited park and P10 loading zone – Victoria Street, Te Aro (TR85-15)

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	West side commencing 9 metres south of its intersection with Karo Drive (Grid Coordinates x=2658358.066472 m, y=5988624.635501 m) and extending in a southerly direction following the kerbline to its intersection with Webb Street for 98.5 metres.

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	West side commencing 9 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the western kerbline for 11.5 metres.

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

Column One	Column Two	Column Three
Victoria Street	P10, Loading Zone, goods vehicles and authorised vehicles only	West side commencing 20.5 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the western kerbline for 11 metres.

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

Column One	Column Two	Column Three
Victoria Street	P30	West side commencing 31.5 metres south of its intersection with Karo Drive (Grid Coordinates

x=1,748,336.1m, y=5,426,858.3m)
and extending in a southerly
direction following the kerblines to its
intersection with Webb Street for 11
metres.

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	West side commencing 42.5 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the kerblines to its intersection with Webb Street for 56 metres.

- o) No stopping except for authorised residents vehicles, at all times – Wilson Street, Newtown (TR86-15)

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

Column One	Column Two	Column Three
Wilson Street	No stopping except for authorised residents vehicles, at all times	North side commencing 71 metres east of its intersection with Daniell Street (Grid Coordinates x=1,749,181.4m, y=5,425,009.8m) and extending in an easterly direction following the northern kerblines for 61 metres.

- p) No Stopping At All Times – Clifton Terrace, Kēburn (TR87-15)

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

Column One	Column Two	Column Three
Clifton Terrace	No stopping At All Times	East side, commencing from its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerblines for 41 metres.

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

Column One	Column Two	Column Three
Clifton Terrace	No Stopping At All Times	East side, commencing from its intersection with Aurora Terrace (Grid Coordinates X=1748499.9682 m, Y=5428478.7132 m) and extending in a southerly direction following the eastern kerbline for 32.5 metres.

- q) Class Restricted (Loading Zone, P10 At All Times) Metered Parking (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm) – Featherston Street, Wellington (TR88-15)

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

Column One	Column Two	Column Three
Featherston St	Loading Zone, P10, At All Times	East side, commencing 116.5 metres south of its intersection with Bunny Street (Grid Coordinates X=2659025.41741 m, Y=5990377.051702 m) and extending in a southerly direction following the kerbline for 23 metres.

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

Featherston St	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 105.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the kerbline for 11 metres. (2 parallel carparks)
----------------	---	--

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

Column One	Column Two	Column Three
Featherston St	Loading Zone, P10, At All Times	East side, commencing 111 metres south of its intersection with Bunny Street (Grid Coordinates X=1748957.0692 m, Y=5428566.1998 m) and extending in a southerly direction following the kerbline for 28.5 metres.

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

Featherston St	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 105.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1748959.371m, y= 5428571.1211 m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carparks)
----------------	---	---

- r) Metered Parking (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm) – Holland Street, Te Aro (TR89-15)

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

Column One	Column Two	Column Three
Holland St	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 90 metres west of its intersection with Tory Street (Grid coordinates x= 1,749,004.4535 m, y= 5,427,075.0862 m), and extending in a westerly direction following the kerbline for 10 metres. (2 parallel carparks)

- s) P10, loading zone, goods vehicles and authorised vehicles only – Taranaki Street, Wellington Central (TR90-15)

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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 18 metres north of its intersection with Lukes Lane (Grid Coordinates x=2658985.058862m, y=5988979.205634m) and extending in a northerly direction following the kerbline for 16 metres.

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

Column One	Column Two	Column Three
Taranaki Street	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=1748963.2m, y=5427267.1m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)

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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 45 metres north of its intersection with Lukes Lane (Grid Coordinates x=2658985.058862m, y=5988979.205634m) and extending in a northerly direction following the kerbline to its intersection with Wakefield Street for 40.5 metres.

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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 18 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline for 12.5 metres.

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

Column One	Column Two	Column Three
Taranaki Street	P120 Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm.	West side, commencing 30.5 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)

Add to Schedule B (Class Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	P10, loading zone, goods vehicles and authorised vehicles only	West side, commencing 41.5 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly

direction following the kerbline for 6 metres. (1 parallel carpark)
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 47.5 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline to its intersection with Wakefield Street for 36.5 metres.

- t) Time Limited (P60, Monday to Saturday, 8am-6pm) – Adelaide Road, Newtown (TR91-15)

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	P120, Monday to Saturday 8:am-6:00pm	East side, commencing 17 metres south of its intersection with Luxford Street (Grid coordinates x= 1,748,589.7 m, y= 5,424,208.4 m), and extending in a southerly direction following the eastern kerb line for 36 metres.

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

Column One	Column Two	Column Three
Adelaide Road	P60, Monday to Saturday 8:am-6:00pm	East side, commencing 17 metres south of its intersection with Luxford Street (Grid coordinates x= 1,748,589.7 m, y= 5,424,208.4 m), and extending in a southerly direction following the eastern kerb line for 36 metres.

- u) No stopping, at all times – Hay Street, Oriental Bay (TR92-15)

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

Column One	Column Two	Column Three
Hay Street	No stopping, at all times	East side, commencing 74 metres

ease of its intersection with Oriental Parade (Grid Coordinates: X=1750272.1m, Y=5427351.3m) and extending in a southerly direction following the eastern kerb line for 7 metres.

- v) No Stopping, at all times – Boston Terrace, Aro Valley (TR93-15)

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

Column One	Column Two	Column Three
Boston Terrace	No stopping, at all times	North side, commencing 51 metres south of its intersection with Aro Street and extending in a westerly direction following the northern kerblines for 5 metres

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

Column One	Column Two	Column Three
Boston Terrace	No stopping, at all times	North side, commencing 51 metres south of its intersection with Aro Street (Grid Coordinates: X=1748076.98m, Y=5426913.1m) and extending in a westerly direction following the northern kerblines for 18 metres

- w) No Stopping At All Times – Newlands Road, Newlands (TR94-15)

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

Column One	Column Two	Column Three
Newlands Road	No Stopping At All Times	South side commencing 248m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 5m.

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

Column One	Column Two	Column Three
Newlands Road	No Stopping At All Times	South side commencing 248m west of its intersection with Bracken Road and extending in a western direction following the

southern kerb line for 28m.

- x) No Stopping, at all times and Reconfirmation of the current bus stop – View Road, Houghton Bay (TR95-15)

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

Column One	Column Two	Column Three
View Road	Bus Stop, at all times	East side, commencing 233.5 metres east of its intersection with Houghton Bay (Grid coordinates x= 1, 749755.8m, y= 5,422100.8 m), and extending in a southerly direction following the eastern kerb line for 12 metres.

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

Column One	Column Two	Column Three
View Road	No stopping, at all times	East side, commencing 233.5 metres east of its intersection with Houghton Bay (Grid coordinates x= 1, 749755.8m, y= 5,422100.8 m), and extending in a southerly direction following the eastern kerb line for 5 metres.

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

Column One	Column Two	Column Three
View Road	Bus Stop, at all times	East side, commencing 228.5 metres east of its intersection with Houghton Bay (Grid coordinates x= 1, 749755.8m, y= 5,422100.8 m), and extending in a southerly direction following the eastern kerb line for 12 metres.

- y) Relocation of Zebra crossing requiring new No Stopping restrictions; minor Bus Stop and P10 relocation – Onepu Road, Lyall Bay (TR99-15)

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Onepu Road	P10, Monday to Sunday 7:00am-8:30pm	West Side, Commencing 7.5 metres west of its intersection with Wha Street and extending in a

northerly direction following the western kerbline for 7.5 metres

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

Column One	Column Two	Column Three
Onepu Road	Bus Stop, At All Times	West Side, Commencing 15 metres north of its intersection with What Street and extending in a northerly direction following the western kerbline for 17.5 metres.

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

Column One	Column Two	Column Three
Onepu Road	P10, Monday to Sunday 7:00am-8:30pm	West Side, Commencing 9.5 metres west of its intersection with Wha Street (Grid coordinates x= 1,750245.3 m, y= 5,423540.4 m), and extending in a northerly direction following the western kerbline for 7.5 metres

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

Column One	Column Two	Column Three
Onepu Road	Bus Stop, At All Times	West Side, Commencing 17 metres north of its intersection with What Street (Grid coordinates x= 1,750245.5 m, y= 5,423547.4 m), and extending in a northerly direction following the western kerbline for 15.5 metres.

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

Column One	Column Two	Column Three
Onepu Road	No Stopping, At All Times	East Side, Commencing 80 metres north of its intersection with Apu Street (Grid coordinates x= 1,750258.7 m, y= 5,423541.04 m), and extending in a northerly direction following the eastern kerbline for 8 metres.

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

Column One	Column Two	Column Three
Onepu Road	No Stopping, At All Times	West Side, Commencing from its intersection with Wha Street(Grid coordinates x= 1,750246.8 m, y= 5,423531.5 m), and extending in a northerly direction following the western kerbline for 4 metres.

Background

25 proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 22 September 2015. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.

After reviewing the feedback received, 23 proposals are being recommended for approval as advertised, 1 has been modified with an amended version being recommended for approval, and 2 have been withdrawn. 2 proposals have been added from a previous round.

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

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

Attachments

Attachment 1.	TR60-15 - Onepu Road, Kilbirnie	Page 116
Attachment 2.	TR70-15- Waterloo Quay, Pipitea	Page 120
Attachment 3.	TR71-15 - Inglis Street, Seatoun	Page 129
Attachment 4.	TR73-15 - Birdwood Street, Karori	Page 134
Attachment 5.	TR74-15 - Thatcher Crescent, Crofton Downs	Page 139
Attachment 6.	TR75-15 - Mandalay Terrace, Khandallah	Page 147
Attachment 7.	TR77-15 - Brook Street, Thorndon	Page 155
Attachment 8.	TR78-15 - Murphy Street, Thorndon	Page 160
Attachment 9.	TR79-15 - Grant Road, Thorndon	Page 167
Attachment 10.	TR80-15 - Hill Street, Thorndon	Page 172
Attachment 11.	TR82-15 - Victoria Street, Wellington Central	Page 176
Attachment 12.	TR83-15 - Aurora Terrace, Wellington Central	Page 180
Attachment 13.	TR84-15 - 159 The Parade, Island Bay	Page 185
Attachment 14.	TR85-15 - Victoria Street, Te Aro	Page 189
Attachment 15.	TR86-15 - Wilson Street, Newtown	Page 194
Attachment 16.	TR87-15 - Clifton Terrace, Kelburn	Page 198
Attachment 17.	TR88-15 - Featherston Street, Wellington	Page 202
Attachment 18.	TR89-15 - Holland Street, Te Aro	Page 207

Attachment 19.	TR90-15 - Taranaki Street, Wellington Central	Page 211
Attachment 20.	TR91-15 - Adelaide Road, Newtown	Page 217
Attachment 21.	TR92-15 - Hay Street, Oriental Bay	Page 222
Attachment 22.	TR93-15 - Boston Terrace, Aro Valley	Page 227
Attachment 23.	TR94-15 - Newlands Road, Newlands	Page 233
Attachment 24.	TR95-15 - View Road, Houghton Bay	Page 240
Attachment 25.	TR99-15 - Onepu Road, Lyall Bay	Page 245

Author	Lindsey Hill, Project Coordinator
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Reference: TR 60 – 15

Location: Onepu Road - Kilbirnie

Proposal: Mobility park at all times

Information: Council officers have received a request to consider a mobility park near the intersection of Coutts Street and Onepu Road. The area is currently undergoing an upgrade.

After review of the parking in the vicinity, a location along Onepu Road has been identified where it is safe for mobility users to park. A 1.5 m recessed bay will be installed including a mobility ramp to provide easy access to the footpath.

The mobility parking policy aims to ensure Kilbirnie is a liveable place for people with limited mobility by enhancing their ability to participate in social, cultural and political life and their access to services and resources.

Net parking loss: 1 – conversion from two unrestricted parks to one mobility park

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 17 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Coutts Street	<i>No stopping except for vehicles displaying an operation mobility card, at all times</i>	<i>West side, commencing 64 metres from its intersection with Cruickshank Street (Grid coordinates $x=1,750,260.1$ m, $y=5,424,054.2$ m), and extending in a northerly direction following the western kerbline for 8 metres.</i>

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:





No feedback received.

- Reference:** TR 70– 15
- Location:** Waterloo Quay - Pipitea
- Proposal:** Formalising a shared pedestrian and cycle path between Aotea Quay and Bunny Street
- Information:** Wellington City Council (WCC) is working to make walking and cycling safer and more convenient for people travelling on foot or bikes.

The section of footpath along the eastern side of Waterloo Quay between Aotea Quay and Bunny Street is mostly 3.5 metres to 5 metres wide. It provides an important connection from the inner city and waterfront to CentrePort and various offices (Bank of New Zealand, Statistics NZ, Greater Wellington Regional Council, NZ Customs Service, etc.). It also leads to the cruise ship terminal on Aotea Quay. A pedestrian/ cycle overbridge is located near Hinemoa Street. A number of people on foot and bikes choose to use it as a safe and convenient link between Thorndon Quay and the waterfront.

This traffic resolution report seeks to designate the footpath along Waterloo Quay between Aotea Quay and Bunny Street as a shared path, with the pedestrians having the priority over the people on bikes.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One

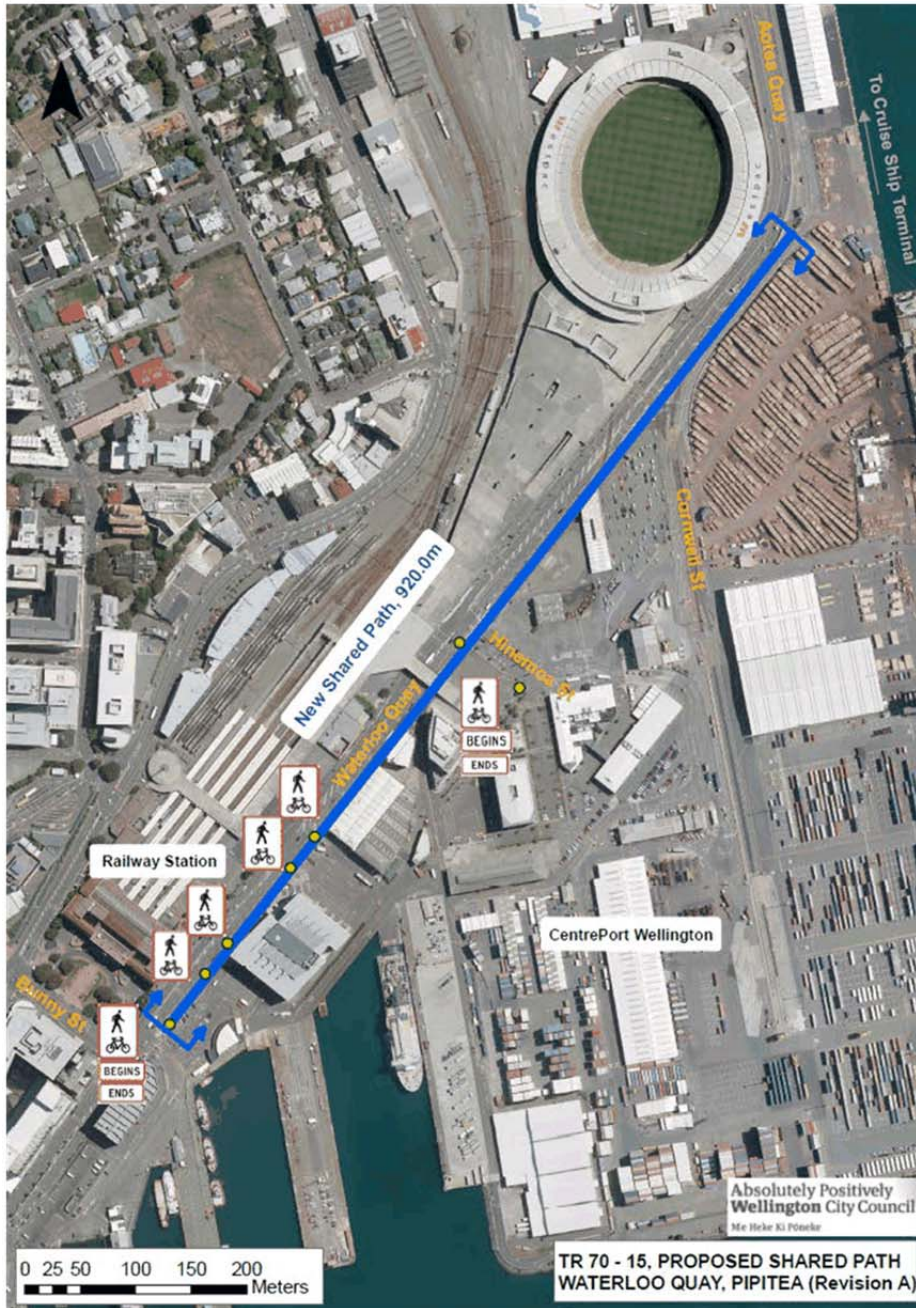
Waterloo Quay

Column Two

*Shared Path,
Pedestrian Priority,
Cyclists must give
way to pedestrians*

Column Three

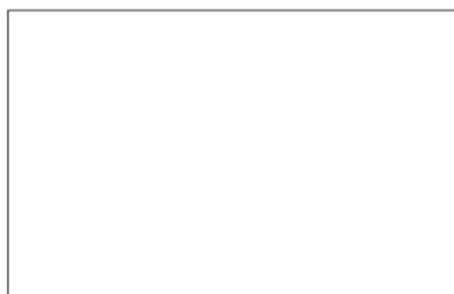
*East side, commencing 37.0
metres north of its intersection
with Bunny Street (Grid
coordinates $x= 1749098.2m$,
 $y=5428602.2m$) and extending
in a northerly direction following
the eastern kerbline for 920.0
metres.*





Prepared By: David Huang
Approved By: Steve Spence
Date:

(Cycling Projects Engineer)
(Chief Transport Planner)



Feedback Received:

Submitter:	Blair O'Keeffe
Organisation:	CentrePort, Wellington
Agrees with proposal:	Supports the project, disagrees with part of the design

Thank you for providing the Proposed Traffic Resolution TR 70-15 to us for comment.

As a major transport infrastructure provider, supporting nearly \$2 billion of regional economic activity, we support all modes of transport including walking and cycling.

As a major stakeholder of the city, it is disappointing that CentrePort was not consulted on this matter before going public. We have significant concerns with the proposal, and would have appreciated an opportunity for input earlier in its development.

We support formalising a shared pedestrian and cycle path from Bunny Street to the south side of Hinemoa Street and see this as a very positive initiative. A further step to extend the shared path to within Harbour Quays could also be considered and we would be pleased to assist with developing options for that.

However, we are very concerned with the proposal for a shared path between Hinemoa Street and Aotea Quay.

This footpath is used by large groups of pedestrian cruise ship passengers, necessitating a wide footpath. The path also bisects the port entrance which encounters substantial heavy road and rail traffic. As pedestrians are controlled by a pedestrian traffic controls at intersection, this has proven to be a safe pedestrian pathway.

We have serious practicality and safety concerns for cyclists.

Firstly, from a practicality perspective, it is not clear who would use this path for cycling. In our view there is low to no demand from passengers arriving with cycles.

If the intent is to promote cycle hire or loan facilities for cruise ship passengers, we strongly believe that would be better achieved from a base area away from hazards such as large vehicles and rail lines and to avoid potential conflict with cruise passengers on foot. We would be happy to entertain locating cycling facilities within the nearby Harbour Quays area to connect with future harbour side pedestrian and cycle routes soon to be developed.

From a safety perspective there are a number of serious safety considerations for cyclists.

The creation of a cycling path north of Hinemoa Street will cause confusion for local or visiting cyclists, as the path meets a dead end. This promotes cyclists attempting to cross the Quay to connect with the footpath on the other side of the road and as such we believe the proposal is unsafe and particularly irresponsible. This is already a problem with pedestrians.

In addition, our observation in the area is that cyclists rarely obey pedestrian traffic signals, creating a heightened risk of a cyclist being hit by a turning vehicle at the port entrance.

As NZTA is currently working with the city and stakeholders including CentrePort, to prepare a business case for Aotea Quay traffic solutions, any consideration of cycling routes north of Hinemoa Street must be considered as part of this project.

We would like to meet as soon as possible to discuss these concerns.

Please contact William Woods, Planning and Environmental Manager, to arrange a suitable time.

He can be reached at: ph. 495 3858, or william.woods@centreport.co.nz

Blair O'Keeffe
Chief Executive

Council Officer response:

WCC agreed that there was currently limited cycle demand along the path beyond Hinemoa St and we were happy not to actively encourage people on bikes to head north towards the cruise ship terminal and potentially try to cross Aotea Quay without having a safe crossing facility to use.

WCC has decided to modify the design and only signpost the section of the shared path between Hinemoa St and the Blue Bridge terminal near Bunny Street at this stage. This would address CentrePort's concern.

Feedback Received:

Submitter: Ellen Blake
Organisation: Living Streets Aotearoa
Agrees with proposal: No

Comments: We wish to object to this proposed 'shared path' in its entirety.

We submit

- the assessment of need, and impact on pedestrians for this path is inadequate or completely lacking
- the path was not designed to be shared, and changing a footpath to 'shared path' without any design alterations or to cater to current illegal use is not appropriate
- the broad flat path will encourage speed as the illegal cycling on it demonstrates now
- the connection with the waterfront is poor, and there is no or inadequate signage at the waterfront entrance
- priority for cycle paths should be given to an on-road Waterloo and Aotea Quay facility

Living Streets would like to see better pedestrian provision along this important walk connection to both the cruise ships and office blocks before any other changes are made, that:

- removes the fast 'slip' lane onto the waterfront and makes it a signalised turn
- repositions and narrows the 'blue bridge' pedestrian crossing to the desire line, and provides an equitable share of signalised cross time
- meets the requirements for 'shared zone' signage at the entrance to the waterfront
- narrows the very wide vehicle access to 2 lanes wide at the BNZ parking area
- more clearly delineates the footpath across the vehicle access to the BNZ
- provides better crossing opportunities between the port-side and the railway-side footpaths
- provides way-finding signage

If a 'shared path' is to go ahead it must have

- a proper assessment of effects on pedestrians prior to its approval
- a 10 km hour speed limit
- segregation between pedestrians and vehicles
- properly designed vehicle ramps separate from pedestrian drop down kerbs, and cycle phase for traffic lights
- compliant signage for a shared path
- monitoring and evaluation of its effects

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

Council Officer response:

The path was designed with the provision for future pedestrian/ footpath shared use. The width of the path ranges between 3.5m to 7.5m. There are two locations where the existing path is less than 3.0m wide. This is due to the constraints caused by the adjacent rail corridor. However, a good forward visibility can be achieved when approaching these pinch points, therefore the safety risk to people on bikes or on foot is considered low. We will need to maintain the "two lane out, one lane in" configuration at the BNZ car park/ Waterloo Quay intersection to ensure the delay to the traffic flow on Waterloo Quay is minimised as it is a principle traffic route.

As part of the Urban Cycleway Programme Wellington CBD package, a number of connections between CBD and the waterfront will be investigated for improvements related to safety and connectivity. This includes the intersection near the Bluebridge ferry terminal. Given the planning and investigation work is likely to start in 2016 and the construction in late 2017 or early 2018, we considered that it would be cost-effective to only include the installation of the shared path start/end signs at this stage. We will make sure that your suggestions for pedestrian improvements are taken into account once the planning and investigation of the UCP Wellington CBD works start.

We will make sure the signage for the shared path is compliant. We are currently working on the design details which include creating a separated pedestrian/ cycle crossing facility with separate signals being provided and road marking dividing the paths. We are also looking into provide better way finding signage at key locations of the path (near Hinemoa St, the access to the stadium concourse and outside the Blue Bridge terminal).

After discussions with Centreport, WCC has decided to modify the design and only signpost the section of the shared path between Hinemoa St and the Blue Bridge terminal. We will not actively encourage people on bikes to head north towards the cruise ship terminal and potentially try to cross Aotea Quay without having a safe crossing facility to use.

Thanks again for providing the valuable feedback on behalf of Living Streets Aotearoa.

Feedback Received:

Submitter: Alastair Smith
Organisation: Cycle Aware Wellington
Agrees with proposal: Yes

Key point of our submission

We support the proposal to formalise the shared path on the SE side of Waterloo Quay.

The route has been used as a shared path for some time, with little evidence of conflict between pedestrians and cyclists. It appears as a cycle route on the GWRC's Journey Planner. Pedestrian and cyclist volumes are not high.

Waterloo Quay has fast moving traffic, narrow lanes, no shoulder, and dangerous angled rail crossings.

While a separated cycle route on Waterloo Quay (ideally continuing along Aotea Quay) is desirable we appreciate that this may not be possible in the short term and in the meantime the shared path gives good cycle access to organisations in the Centerport area such as BNZ Statistics NZ and GWRC.

The shared path gives access to the Fran Wilde concourse, a useful cycle route to the Thorndon Quay/Molesworth area. (A survey ¹ showed that 12% of cycle movements through the Thorndon Quay/Mulgrave intersection used this route). It allows less confident cyclists to get from the waterfront to the Cruise Terminal, the CentrePort business area, and the Thorndon/Molesworth area.

The layout of the shared path is a boulevard rather than a footpath, so it lends itself to use as a shared path. Separating cyclists and pedestrians on the route could be explored, but would require physical separation, and might leave both groups with inadequate space. A physically separated cycle route on the Quay would be better.

We support efforts to limit speed of cyclists on the route, although this does not seem to be a problem currently.

We favour work on the vehicle crossings to make them safer for pedestrians and cyclists.

Nā mātou noa, nā
Cycle Aware Wellington

1. <https://cycwell.wordpress.com/2014/12/11/cyclingaviewfromtheoffice>

Reference: TR 71– 15

Location: Inglis Street - Seatoun

Proposal: Additional No Stopping At All Times Restriction

Information: Wellington City Council (WCC) is working to make walking and cycling safer and more convenient for people travelling on foot or bikes.

The intersection of Inglis Street/ Dundas Street is located in the eastern suburb of Seatoun. Dundas Street carries an average daily traffic of approximately 2,800 vehicles. Seatoun shops are located on Dundas Street. It also feeds the adjacent minor roads into the Seatoun Tunnel through Ferry Street. Inglis Street connects the waterfront to Breaker Bay via Pass of Branda. The average daily traffic volume is in the order of 1,980 vehicles based on a recent traffic survey.

Inglis Street forms part of a popular recreational cycle route. Most cyclists choose to use Inglis Street to travel from Worser Bay to Breaker Bay (or vice versa) when navigating through Seatoun. The average daily cycle volume is estimated to be between 80 and 100 with significantly higher numbers during the weekend.

A search into New Zealand Transport Agency's Crash Analysis System (CAS) has found 22 reported crashes during the ten year period between 2005 and 2014. 91% of the crashes involved crossing/ turning movements. Two crashes caused serious injuries and eight were minor injury crashes. Failing to give way (91%) and poor observation (59%) are the two main crash factors.

In most reported crashes, vehicles turning or crossing from Dundas Street failed to give way to the cars/ bicycles travelling through the intersection on Inglis Street. It was found from the crash reports that drivers on Dundas Street had difficulties observing the cars and bicycles approaching the intersection from Inglis Street due to their visibility being restricted by the parked vehicles at this intersection.

An on-site assessment has also found that the inter-visibility at the intersection is further compromised by the power poles and large trees located at the intersection.

Calculations based on the requirement set out in *WCC Code of Practice for Land Development* showed that additional "No Stopping" lines were required to meet the minimum traffic sight lines at the Dundas/Inglis intersection. The existing "No Parking At All Times" road marking will need to be extended for another 7.0m further north.



It is therefore proposed to remove one on-street parking space to improve sightlines and reduce the likelihood of another crash occurring at this intersection.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Inglis Street	No Stopping - At All Times	East side, commencing 97 metres south of its intersection with Forres Street (Grid coordinates x=1,753,406m, y=5,423,877m), and extending in a southerly direction following the eastern kerbline for 13 metres to the intersection with Dundas Street.

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

Column One	Column Two	Column Three
Inglis Street	No Stopping - At All Times	East side, commencing 90 metres south of its intersection with Forres Street (Grid coordinates x=1,753,406m, y=5,423,877m), and extending in a southerly direction following the eastern kerbline for 20 metres to the intersection with Dundas Street.





Prepared By: David Huang
Approved By: Steve Spence
Date:

(Cycling Projects Engineer)
(Chief Transport Planner)





Feedback Received:

No feedback received

Reference: TR 73 – 15

Location: Birdwood Street - Karori

Proposal: No stopping, at all times

Information: Council Officers have received continued enquiries regarding concerns about the narrowness of Birdwood Street. The street is already narrow in its topography, with vehicles regularly parking on the street, and buses have to navigate around these parked vehicles. This issue is compounded with the additional parking of city bound commuters on weekdays.

Officers propose to install additional no stopping restriction along a section of the eastern side of Birdwood Street which is also a bus route

This proposal will reduce the conflict currently experienced along this stretch of road

Net parking loss: 4 parking spaces

Key Dates:

- | | |
|---|----------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September
2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Birdwood Street	No stopping, at all times	East side, commencing 297.5 metres south of its intersection with Braithwaite Street (Grid coordinates x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line for 55 metres.
Birdwood Street	No stopping, at all times	East side, commencing 375 metres south of its intersection with Braithwaite Street (Grid coordinates x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line for 175.5 metres to its intersection with Chaytor Street.

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

Column One	Column Two	Column Three
Birdwood Street	No stopping, at all times	East side, commencing 297.5 metres south of its intersection with Braithwaite Street (Grid coordinates x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line for 253 metres to its intersection with Chaytor Street.



Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Planner)
Date:







Feedback Received:

Submitter: DF & PJ Ward
Address: 35 Espin Crescent, Karori, Wellington
Agrees with proposal: Yes

Comments: This is to advise that we are in support of the Council's proposed traffic resolution for Birdwood Street, Karori.

Further, we believe that no parking lines should be extended up the hill as far as the intersection with Ponsonby Road. We are supportive of the Council's wish to provide parking facilities for city-bound commuters, but believe that the safety of motorists and pedestrians using Birdwood Street should not be compromised.

- Reference:** TR 74 – 15
- Location:** Thatcher Crescent - Crofton Downs
- Proposal:** No stopping, at all times
- Information:** Council officers have received a petition from residents on Thatcher Crescent to extend the existing broken yellow lines to address their visibility concerns. These concerns are compounded by commuter parking on both sides of the street in the area of concern.

Thatcher Crescent is a residential cul-de-sac in the vicinity of the shopping and train station of Crofton Downs. Officers have previously addressed residents' complaints when the Garden Centre was in operation by removing 7 parking spaces adjacent to and opposite the entrance to improve road safety, vehicle turning movements and intervisibility at driveways. Following the closure of the Garden Centre, a Vet Surgery and a multi-unit building were built on the same land where the Garden Centre used to be. These facilities are now completed and in full operation. Consequently, the traffic volume and turning movements on this section of Thatcher Crescent have increased.

Officers have investigated recent concerns that have been raised by residents and they recommend, a section of broken yellow lines north of the Vet and multi-unit building shared driveway to provide a better sightline for vehicles entering and exiting the driveway, and two sections of broken yellow lines on the western side outside numbers 5 and 7 to provide intervisibility of approaching vehicles to both driveways.

This will considerably improve traffic safety on this section of Thatcher Crescent.

Net parking loss:5 spaces



Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Thatcher Crescent	No stopping, at all times	East side, commencing 57 metres from its intersection with Silverstream Road (Grid coordinates x= 1,747,952.9 m y= 5,431,508.8 m), and extending in a northerly direction following the eastern kerbline for 21 metres.

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

Column One	Column Two	Column Three
Thatcher Crescent	No stopping, at all times	East side, commencing 57 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,952.9 m y= 5,431,508.8 m), and extending in a northerly direction following the eastern kerbline for 31 metres.
Thatcher Crescent	No stopping, at all times	West side, commencing 85.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerbline for 5 metres.



Thatcher Crescent *No stopping, at all times*

West side, commencing 97.5 metres north of its intersection with Silverstream Road (Grid coordinates $x= 1,747,945.1$ m $y= 5,431,513$ m), and extending in a northerly direction following the western kerbline for 9.5 metres.



Prepared By: **Lubna Abdullah**
Approved By: **Steve Spence**
Date:

(Northern Area Traffic Engineer)
(Chief Transport Planner)



Feedback Received:

Submitter: Mike and Stacey McGavin
Address: 7 Thatcher Crescent, Crofton Downs, Wellington
Agrees with proposal: No

Comments:

1. We'd like to submit on the parking changes for Thatcher Crescent (TR74-15). We are attaching 3 photographs to this submission as supporting documents.
2. We understand this proposal originated from the developers and vet clinic at 4 Thatcher Crescent, seeking to have a longer no-parking zone above the driveway for that complex to increase visibility of vehicles coming down the hill.
3. While there is low visibility at times (which we've experienced ourselves), and it'd be good to fix this, we don't think the proposed solution is optimal. It's likely to simply push parked cars further up the street, creating new visibility problems for other residents who must mostly back out of driveways. The internal layout of 4 Thatcher Crescent means residents and customers there always drive in and out forwards, and already have easier visibility than everyone else because of this.
4. As an example of the type of problem likely to be pushed up the street, when cars are parked on both sides of the street, we presently need to back into a single lane blind corner when exiting our own driveway (7 Thatcher Crescent). This is scary.
5. We believe the visibility issues of the complex at 4 Thatcher Crescent are not specifically caused by cars parked on the same side of the road. They are caused by cars parked on *both* sides of the road. It creates a single-lane bottleneck, around which traffic slows and backs up on both ends, and into which it's difficult to see without being near the middle of the road.
6. The attached supporting photograph titled 'a_bothsides.jpg' demonstrates what the lower part of Thatcher Crescent presently looks like on a typical day. Cars are randomly parked on both sides, effectively making the road single lane, despite adequate space for everyone to park on the eastern side if they chose to.
7. A better solution is to push parked traffic onto the eastern side of Thatcher Crescent (the side of number 4). Except for the complex at number 4, that side has no driveways for a lengthy distance and usually has ample space for street parking. Much of this space is often wasted at present.
8. A longer no-parking zone on the western side of Thatcher Crescent should therefore be created, at least past the entrance to Chevalier Way, but ideally to about number 15 Thatcher Crescent.

9. The result would be a guaranteed two lanes of traffic with good visibility.

10. Also, traffic will flow more freely along the street as cars driving both ways won't need to stop and give way to each other. This will make entering and exiting driveways more efficient for all nearby residents.

11. Furthermore, the no-parking zone outside 4 Thatcher Crescent would no longer need to be extended further up the hill (as is the current proposal), because the overall wider driving space on the street will make it much easier for downhill traffic to be seen by drivers exiting that driveway.

12. The attached supporting photographs titled 'b_parking_east_lower.jpg' and 'c_parking_east_higher.jpg' exhibit a rare occasion where nearly all traffic (except for a single car) is coincidentally parked on our suggested side. These photographs show how the street would be easily clear enough for vehicles to drive in both directions simultaneously. Photo B also shows how it'd no longer be necessary for the no-parking zone on the eastern side of the street to be extended further up the hill, because drivers exiting number 4 would have better visibility of oncoming traffic down-hill if the single parked car on the western side wasn't forcing down-hill traffic into a more narrow and less visible space.

13. Thanks for the opportunity to submit on this issue.

Council Officer response: Thank you for your feedback regarding the proposed Traffic Resolution (74-15) on Thatcher Cres, Crofton Downs.

This proposal originated from concerned residents and not from the developer of the residential apartments adjacent to the Vet clinic. Accordingly, we have investigated the road safety issues and this proposal primarily addresses limited visibility on this corner and at the driveway to the residential apartments and Vet clinic.

The residential apartments' driveway serves a number of vehicles every day and is therefore not a regular single low volume residential vehicle access. The proposed broken yellow lines north of the apartments/clinic driveway is required to improve the sightline for downhill traffic on Thatcher Crescent to facilitate safe stopping if required, and also provides a good sightline for vehicles exiting the driveway providing safe egress.

The current proposal addresses the limited visibility travelling downhill and around the curve and to exiting vehicles from number 5. The forward visibility sightlines are restricted and limit the ability of a vehicle travelling southbound on Thatcher Cres to stop if a vehicle reversing from driveway (no. 5) is encountered. Drivers on Thatcher Crescent can more easily sight a vehicle exiting from the driveway at (no. 7) and slow and stop if necessary. The visibility requirements specified by the NZ standards are achieved at this driveway. Thatcher Cres is a public road, and removing more parking will affect local residents and members of the public. Our responsibility as traffic engineers is to achieve a good balance between the parking demand and road safety. It is always the driver's responsibility to drive at an appropriate speed for the road alignment, and conditions.



We appreciate your concern and the points you have raised. We are unable to remove more parking on Thatcher Crescent at this point in time. We are therefore recommending the proposed "No Stopping" restriction as presented in the earlier consultation documents.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Submitter:	George Symmes and Veronica Challies
Address:	Not given
Agrees with proposal:	Yes

Comments: We would now just like the Council to get on and put the broken yellow lines down.

Reference: TR 75 – 15

Location: Mandalay Terrace - Khandallah

Proposal: No stopping, at all times

Information: Council Officers have reconsidered the submitters concerns received during the round (Jun 2015) of the traffic resolutions and have provided this new proposal to address a road safety problem in a section of Mandalay Terrace. The road is narrow with a crest obstructing drivers' forward view and therefore provides less than the desirable safe stopping sight distance. Mandalay Terrace is also a bus route.

When vehicles park on the western side of the road motorists have to overtake parked vehicles and drive on the opposite side of the road with inadequate forward sight distance due to the vertical alignment

Many instances have been reported where a vehicle travelling on the eastern side towards Onslow Rd has encountered an oncoming vehicle on the wrong side of the road. Drivers have to take evasive action to avoid a head-on collision. Concerned road users have asked the Council to address parking arrangements to make this section of Mandalay Terrace safer.

Officers propose to install 41m broken yellow lines on the western side of Mandalay Terrace. This proposal is centred on either side of the crest and this will provide drivers room to manoeuvre out of the path of oncoming vehicles.

Net parking loss: 5 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 22 September 2015
- 2) Feedback period closes. 9 October 2015
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 19 November 2015
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.



Legal Description:

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

Column One	Column Two	Column Three
<i>Mandalay Terrace</i>	<i>No stopping, at all times</i>	<i>West side, commencing 80 metres north of its intersection with Cashmere Avenue (Grid coordinates x= 1,750,889.6 m y= 5,432,095.1 m), and extending in a northerly direction following the Western kerbline for 41 metres.</i>



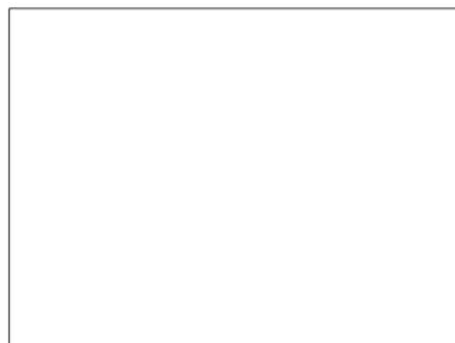
Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:





Feedback Received:

Submitter: Hayden Johnston
Address: 11 Mandalay Terrace, Khandallah, Wellington
Agrees with proposal: Yes

As per my previous response to the proposed no stopping zone on Mandalay Tce, I agree with the addition of yellow lines, but am concerned about the impact on parking spaces. This is particularly so, given the significant number of new builds in recent years meaning more residents on the street.

Council Officer response: No response required

Submitter: Sam Schuurman
Address: 15 Mandalay Terrace, Khandallah, Wellington
Agrees with proposal: No

Comments: We do not believe that what has been proposed is the correct solution for this problem, it may create even more problems.

The lack of parking that this proposal creates is going to force cars to park further north on the street. This creates the risk that people driving north down Mandalay Terrace will come over the crest of the hill at increased speeds and run into parked cars. Moreover it will make it very complicated for residents to pull out of their driveways as they won't be able to see what is coming over the hill at speed. We see the main problem here being the speed of cars coming over the hill, freeing up space is only going to allow cars to drive faster over the hill. We believe that the best solution here would be speed bumps on either side of the hill, to slow down the traffic as it approaches the crest of the hill. This will also slow down the boy racers who frequent this stretch of our road at night and often try to get their cars airborne.

Council Officer response: Thank you for your feedback and suggestions regarding the proposed Traffic Resolution (75-15) on Mandalay Tce, Khandallah.

Mandalay Tce is a bus route and speed humps are not a preferred option in this location. Speed humps can cause a 'double thump' effect when buses traverse the hump, one for each set of wheels due to the vehicle characteristics of buses. Speed humps therefore have a more severe effect on bus passengers than on car passengers.

The road is inclined and this can also add extra discomfort to bus passengers when traversing a speed hump. The gradient of the road combined with a speed hump can, in some cases, cause cars to become airborne when the appropriate advisory speed is not observed when traversing the vertical deflection.

For the above reasons we are unable to recommend speed humps.

We will be recommending to the Traffic and Urban Development Committee (TUD Committee) to proceed with the No Stopping restriction proposal. Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Submitter: Peter Targett
Address: 19 Mandalay Terrace, Khandallah, Wellington
Agrees with proposal: Yes

Comments: This is now the third attempt to resolve this issue with the original proposal being made by the Council in 2009.

I have owned our Mandalay Terrace home since 1997. I am concerned that the introduction of the proposed solution, although addressing one issue will introduce others, one being a problem that existed prior to the new build of No's 14 and 16.

Up until that time parking was not an issue as the road reserve was used as a parking area. However, the road being clear created a problem with the speed of vehicles going over the hill, and boy racers using the hill crest to get their cars airborne. This was a regular occurrence. The risk of an accident occurring would now be greater with the increased traffic in the street, as a result of the number of new dwellings built over the past seven years.

The most complete solution is to remove the top of the hill which would both remove the visibility issue for all drivers and make the hill unattractive to boy racers. However, with the Council's continued proposal to only install broken yellow lines (BYL's), it would appear to be the solution that will eventually be adopted in one form or other.

The proposal to extend these lines only to #17 creates a serious concern for our personal safety. The proposed solution may make it safer for drivers cresting the hill, but will in turn create a hazard that does not currently exist for properties on the north west side of the hill. For me if vehicles are allowed to park on either side of my driveway, it is almost impossible to reverse into the street safely as the driver is completely unsighted from the brow of the hill, and at some point of the manoeuvre they are stationary and fully across the roadway. If, as expected, the proposed resolution frees up the flow of traffic over the hill, speed will increase accordingly a driver reversing from my driveway will be at serious risk. A driver coming at speed over the hill would have no escape route with a parked vehicle on their left and the reversing vehicle in the right hand lane. I have witnessed this scenario on more than one occasion with vehicles parked outside my property and vehicles approaching travelling south/west. Cars cresting the hill at speed being required to brake heavily to avoid the parked car and oncoming vehicle.

I am therefore requesting that the BYL's extend beyond #19. I would suggest that as the reaction and braking distance, in the wet, of a vehicle travelling at 50kph, is 41 metres, and making an allowance for the downhill slope of say 10metres, the first parking place should be at least 50 metres past the brow of the hill. This would be past number #21. This is very similar to the Council's original proposal from 2009.

To summarise: clearly the council acknowledge there is a problem to be resolved and however despite protracted consultations this proposal has only resulted in a slight variation of the original and, in its current form, does not fully address all the current issues and introduces others.

The current issues are:

- South/west bound traffic meeting oncoming vehicles in their lane
- Large building programme resulting in increased traffic volumes
- Drivers consistently failing to drive at a safe speed over the blind hill crest despite obvious hazards of parked cars.

The proposed solution introduces further issues:

- The proposal will increase average speeds in both directions despite the blind crest and also making it attractive to 'boy racers'.
- Creating a new hazard to home-owners exiting their driveways that does not exist now and did not exist in the past.

I hope the Council carefully considers all the implications of this proposed change and provide a solution that adequately mitigates the risks, without creating further problems that impacts the safety of home owners and their families.

Council Officer response: Thank you for your feedback on the proposed Traffic Resolution (75-15) on Mandalay Terrace, Khandallah.

Reviewing our previous correspondence, and to restate our primary road safety objectives in this location, is one to resolve the very limited forward visibility created by parked cars located on the northern kerb-line near and on the crest of Mandalay Terrace. This is necessary to limit the occurrence of a possible head on collision by opposing traffic flows.

We unfortunately do not have the budget to remove the top of the crest as you have suggested. In this case a traffic management / parking restriction solution is a more viable option. Many roads in Wellington have very similar topography, and drivers are required by law to drive at a safe speed.

Parking on each side of a driveway is common place throughout the district and the demand for parking varies from road to road. The removal of more on-street parking on this section of Mandalay Terrace will inconvenience the local residents and may also increase the speed of traffic on the road.

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

With regards to the safety when exiting your driveway, approaching traffic has a clear sightline and has time to slow down and stop if required. The sight distance to your driveway meets the NZ Standards for forward visibility, sight distance and safe stopping distances.

We appreciate your concern expressed in the feedback presented. We always seek to be reasonable and balanced in traffic resolution recommendations by taking into consideration resident and public needs.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Reference: TR 77 – 15

Location: Brook Street - Thorndon

Proposal: No stopping at all times

Information: Council officers received a request to assist a business along Murphy Street by providing a loading zone for delivery vehicles. The business is situated at the corner with Brook Street which is a short, narrow dead end road. When exiting Brook Street, delivery vehicles are performing an unsafe manoeuvre by reversing onto Murphy Street due the limited carriage width.

Upon site inspection of the two streets, it was found that the rear section of an existing nearby bus stop along Murphy Street can be converted into a loading zone. It is proposed to convert this to a P10 loading zone outside of the bus stop hours. The front section of the bus stop will remain as P60 outside of the bus stop hours.

The new loading zone will also benefit a nearby café and other businesses within the area.

In relation to this site review, additional no stopping lines are now proposed along the northern end of Brook Street to allow safer manoeuvre for vehicles exiting this street.

Net parking loss: 1 – coupon park to no stopping at all times

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

Remove from Schedule B (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brook Street	<i>No stopping at all times</i>	<i>North side, commencing 17 metres east of its intersection with Murphy Street and extending in an easterly direction following the eastern roadside for 6 metres</i>
Brook Street	<i>No stopping at all times</i>	<i>North side, commencing 17 metres west of its intersection with Murphy Street and extending in an easterly direction following the eastern roadside for 6 metres</i>
Brook Street	<i>No stopping at all times</i>	<i>North side, commencing from its intersection with Murphy Street and extending in an easterly direction following the northern kerbline for 6 metres</i>
Brook Street	<i>No stopping at all times</i>	<i>South side, commencing 20 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern roadside for 6 metres</i>
Brook Street	<i>No stopping at all times</i>	<i>South side, commencing 20 metres west of its intersection with Murphy Street and extending in an easterly direction following the southern roadside for 6 metres</i>



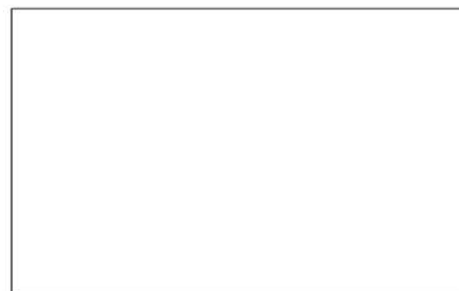
Brook Street	<i>No stopping at all times</i>	<i>South side, commencing at its intersection with Murphy Street and extending in an easterly direction following the southern roadside for 9 metres</i>
---------------------	---------------------------------	--

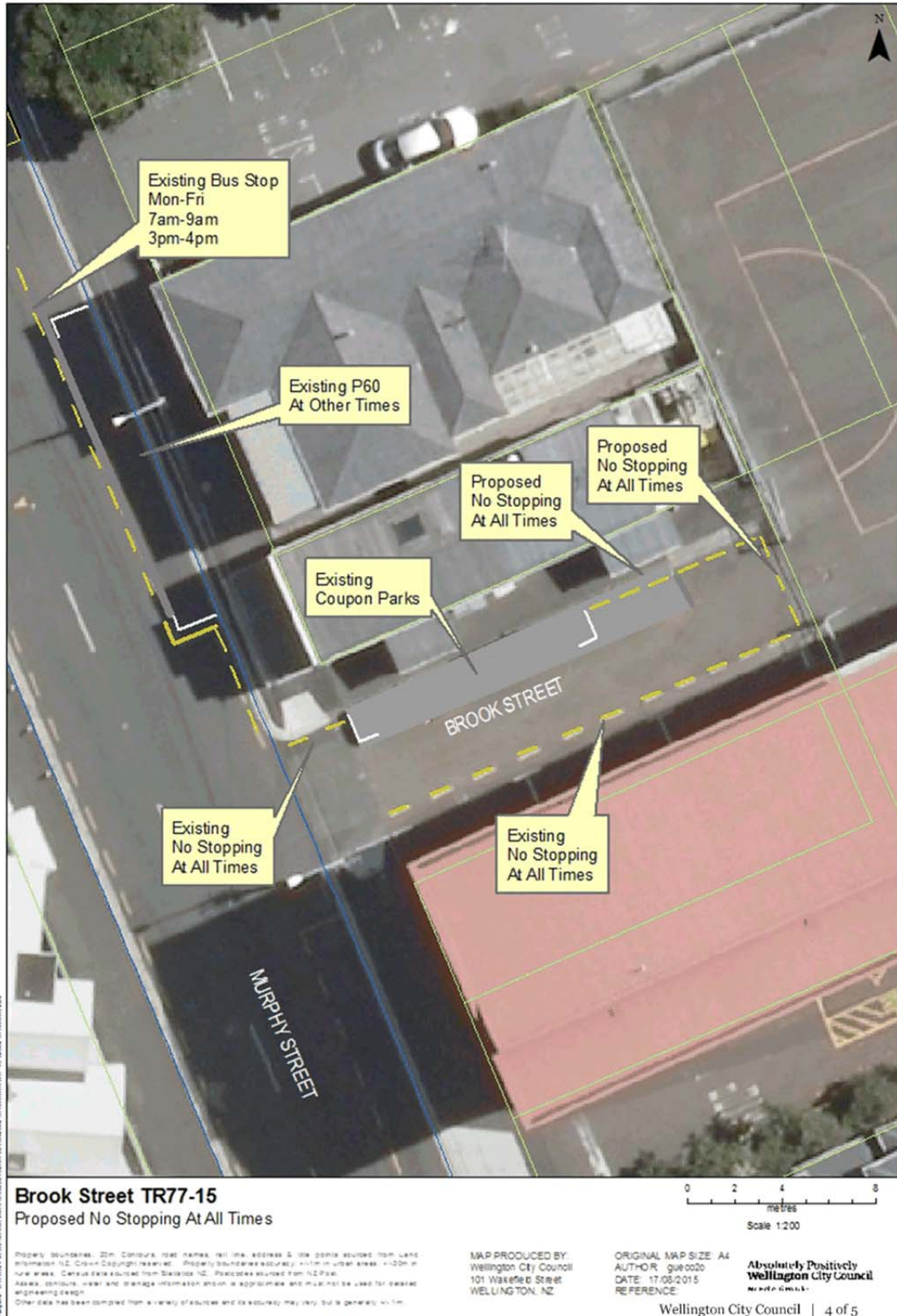
Add to Schedule B (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brook Street	<i>No stopping at all times</i>	<i>North side, commencing at its intersection with Murphy Street and extending in an easterly direction following the northern kerblines for 3 metres</i>
Brook Street	<i>No stopping at all times</i>	<i>North side, commencing 14 metres from its intersection with Murphy Street and extending in an easterly then southerly then westerly direction following the kerblines for 33 metres</i>

Prepared By: **Orencio Gueco**
 Approved By: **Steve Spence**
 Date:

(Area Traffic Engineer)
 (Chief Transport Planner)







Feedback Received:

No feedback received.

Reference: TR 78 – 15

Location: Murphy Street - Thorndon

Adjusted Proposal: Bus Stop, Mon-Fri 7am-9am and 3pm-4pm
P10 Loading Zone, Mon- Fri 9am-3pm
P60 At Other Times

Information: Council officers received a request to assist a business along Murphy Street by providing a loading zone for delivery vehicles. The business is situated at the corner with Brook Street which is a short, narrow dead end road. When exiting Brook Street, delivery vehicles are performing an unsafe manoeuvre by reversing onto Murphy Street due the limited carriage width.

Upon site inspection of the two streets, it was found that the rear section of an existing nearby bus stop along Murphy Street can be converted into a loading zone. It is proposed to convert this to a P10 loading zone outside of the bus stop hours. The front section of the bus stop will remain as P60 outside of the bus stop hours.

The new loading zone will also benefit a nearby café and other businesses within the area.

In relation to this site review, additional no stopping lines are now proposed along the northern end of Brook Street to allow safer manoeuvre for vehicles exiting this street.

After review of feedback received, an adjusted restriction is now proposed

Net parking loss: 1 – P 60 to P10 Loading Zone Mon –Fri 9am-3pm

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Murphy Street	<i>P60, At All Other Times</i>	<i>East side, commencing 78.5 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 31 metres</i>

Add to Schedule D (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Murphy Street	<i>P10, loading zone, Monday to Friday, 9:00am – 3:00pm</i>	<i>East side, commencing 78.5 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 7.5 metres</i>

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

Column One	Column Two	Column Three
Murphy Street	<i>P60, At Other Times</i>	<i>East side, commencing 78.5 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 7.5 metres</i>



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

Column One	Column Two	Column Three
Murphy Street	<i>P60, At Other Times</i>	<i>East side, commencing 95 metres south of its intersection with Turnbull Street (Grid Coordinates x=2659023.198672m, y=5990993.606174m), and extending in a southerly direction following the kerbline for 14.5 metres</i>

Prepared By: **Orencio Gueco**

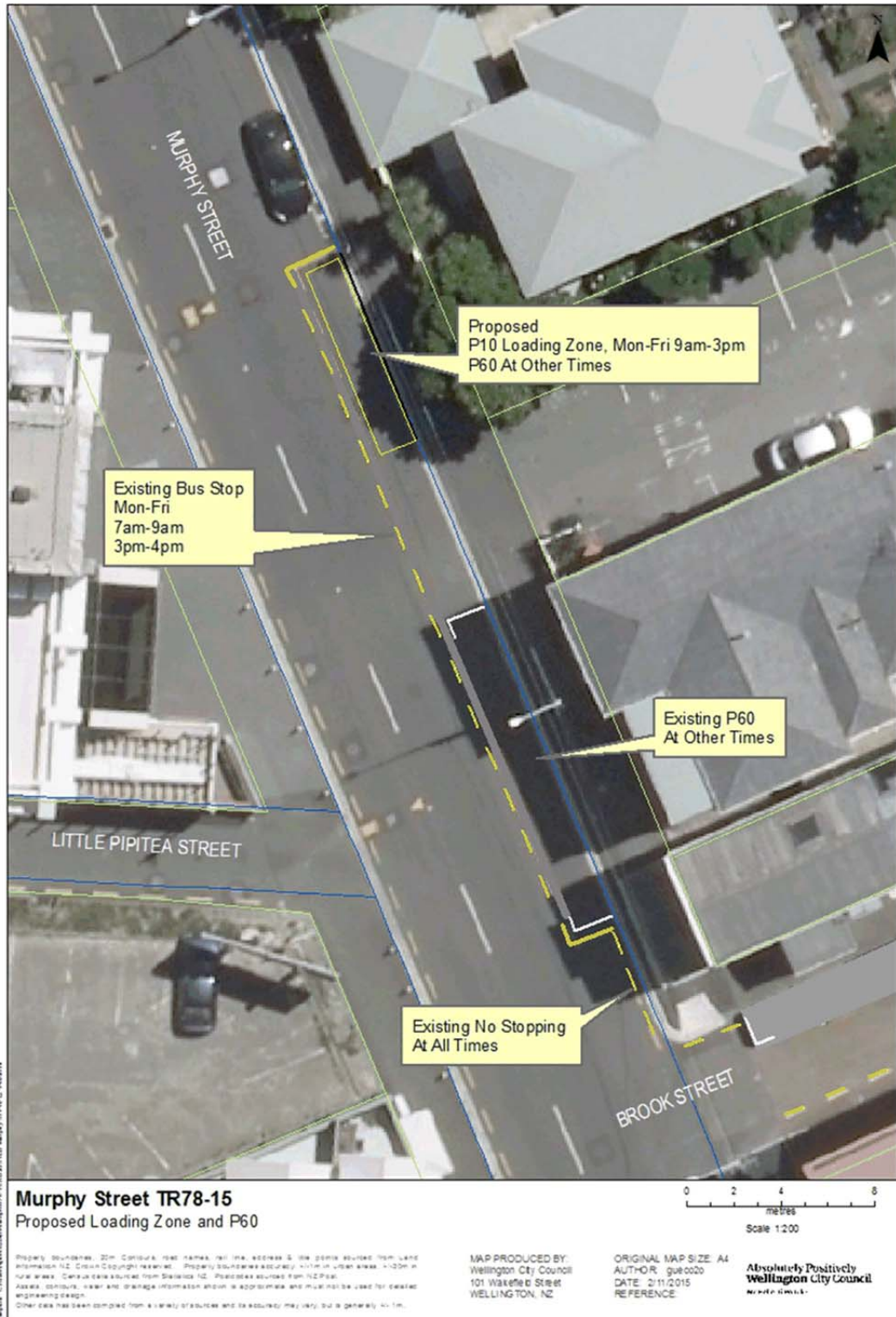
(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:





Feedback Received:

Submitter: Tricia Lawrey
Address: 18/18a Murphy Street, Thorndon, Wellington
Agrees with proposal: No

Comments: I am the owner/resident of the property at 18/18A Murphy Street. I object to this proposal for the following reasons.

1. The stated concern of vehicles backing out of Brook Street into Murphy Street is well and adequately met by the existing No Stopping At All Times in front of the Chippery. This allows vehicles to back into Murphy Street without having to be concerned by traffic proceeding south down Murphy Street in either lane. This is the same situation that exists for the double garage at 18/18A Murphy Street where vehicles from the garage have room to back out without entering into the traffic flow lanes.
2. Observations over the past twenty years suggest that all the previous business on this site had no problem with the existing arrangement.
3. The proposed Loading Zone outside 18/18A Murphy Street is presently used by people who visit 18/19A, the apartments, the Café and the high rise building directly opposite... often using this park for more than 10 minutes.

I request that the status quo be maintained.

Council Officer response: Thank you for your submission regarding the proposed TR78-15 P10 Loading Zone on Murphy Street.

We refer to your comments as follows:

-Vehicles reversing onto Murphy Street.
After further discussion and site visit with my team leader, we deem it safer to have the loading zone along Murphy Street rather than service vehicles or delivery trucks reversing from Brook Street onto a busy one way street. This is especially the case when a bus or a high sided vehicle is parked in front of the Chippery. There is limited visibility in such cases even with the current no stopping restriction in place.

-P60 park regularly used.
We understand the concern of losing this park since it is used by members of the public. The Council traffic engineers in this instance, are trying to balance the needs of other road users as well. In this particular area, there is public parking along Murphy Street, but no

short term parks to assist delivery vehicles, courier vans or those wanting to drop off/pickup items in the nearby properties, apartments or establishments.

The proposal attempts to consider the wider public by not restricting the loading zone to goods vehicles and service vehicles only. This means any vehicles are allowed to load or unload for a maximum of 10 minutes.

Based on your submission, we are now recommending limiting the loading zone period to weekdays only from 9am-3pm.

Therefore, upon consideration of all comments received, we have revised the proposal as follows:

P10 Loading Zone - Mon-Fri 9am-3pm
P60 At Other Times (includes weekend)
No change to the Bus Stop restrictions.

We will now proceed to finalise this proposal for Council approval at their 19 November Transport & Urban Development (T&UD) Committee meeting.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Submitter: Family Sknar
Address: 18 Murphy Street, Thorndon, Wellington
Agrees with proposal: No

Comments: We wish to inform you that we are very unhappy with situation with the loading zone P10.

Since last week there were lot of trucks pulling up in front of our house. It is not only a short stop, but a long stay in front of our windows. As a result we are blocked from the day-evening sunlight!

Last Saturday, October, 3, 2015 a huge truck pulled up at 6am. The driver left the engine running and unloaded another car-crane. It was a lot of noise in the early weekend morning causing our whole family to wake up. Sometimes other trucks unload throughout the night. The drivers leave truck's engine running, as a result the house shakes and there is a lot of noise. This situation happened on another weekend before.

Today, October, 6, 2015 the same car-crane was taken back again at 6.10 am. Another truck parked in front of our house at about 4:30 pm, and stayed there until 11.30pm. We have recorded his number plate, which is AKR932.

We are unhappy about any parking outside our house, as it is a residential zone, especially large trucks.

Council Officer response: Thank you for your submission.

We note your concern about parked trucks or large vehicles creating disturbances in the early hours of the morning. Unfortunately, this is not within the scope of this proposed traffic resolution. We suggest you call our contact centre at 801-4444 and lodge an enquiry to the Noise Control Unit who will look into this matter.

Murphy Street is a major road near the CBD where parking is at a premium. We are unable to remove parking outside your house as you have requested.

With regards to the proposed Traffic Resolution TR78-15 P10 Loading Zone on Murphy Street, I can comment as follows:

Currently, the restriction outside of your house is:

Bus Stop Mon-Fri 7am-9am and 3pm-4pm;

P60 At Other Times

This has been in place for several years now.

The proposal is to convert only 1 space of the current P60 restriction to a P10 Loading Zone At Other Times. The bus stop restriction will remain.

Upon consideration of all comments received and in particular your submission, we have revised the proposal as follows:

Bus Stop Mon-Fri 7am-9am and 3pm-4pm;

P10 Loading Zone Mon-Fri 9am-3pm;

P60 At Other Times (includes weekend)

We will now proceed to finalise this proposal for Council approval at their 19 November Transport & Urban Development (T&UD) Committee meeting. Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Reference: TR 79 – 15

Location: Grant Road - Thorndon

Proposal: Residents parking, at all times

Information: Council officers received a request to review the parking outside 177 Grant Road with a view to extending residents parking. Currently there is only one residents' park and approximately 27.5m of no stopping lines up to the intersection with Aorangi Terrace.

Upon site visit and completion of assessment, it is found possible to add another park by reducing the length of the no stopping lines. Officers propose to extend the residential bay by 6 metres.

Net parking gain: 1 – add one residents park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Grant Road	No stopping at all times	East side, commencing from its intersection with Aorangi Terrace and extending in a northerly direction following the eastern kerbline for 27.5 metres.

Remove from Schedule E (Residents Parking Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Grant Road	No stopping except for authorised residents vehicles, at all times	East side, commencing 26.5 metres north of its intersection with Aorangi Terrace and extending in a northerly direction following the eastern kerbline for 6 metres.

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

Column One	Column Two	Column Three
Grant Road	No stopping at all times	East side, commencing 78.5m southwest of intersection with Malcolm Lane (Grid coordinates x= 1,748,551.7m, y= 5,429,386.8m), and extending in a south westerly direction following the eastern kerbline for 22 metres to its intersection with Aorangi Terrace.

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

Column One	Column Two	Column Three
Grant Road	<i>No stopping except for authorised residents vehicles, at all times</i>	<i>East side, commencing 67.5m southwest of intersection with Malcolm Lane (Grid coordinates $x= 1,748,551.7m$, $y= 5,429,386.8m$), and extending in a south westerly direction following the eastern kerbline for 11 metres.</i>

Prepared By: **Orencio Gueco**

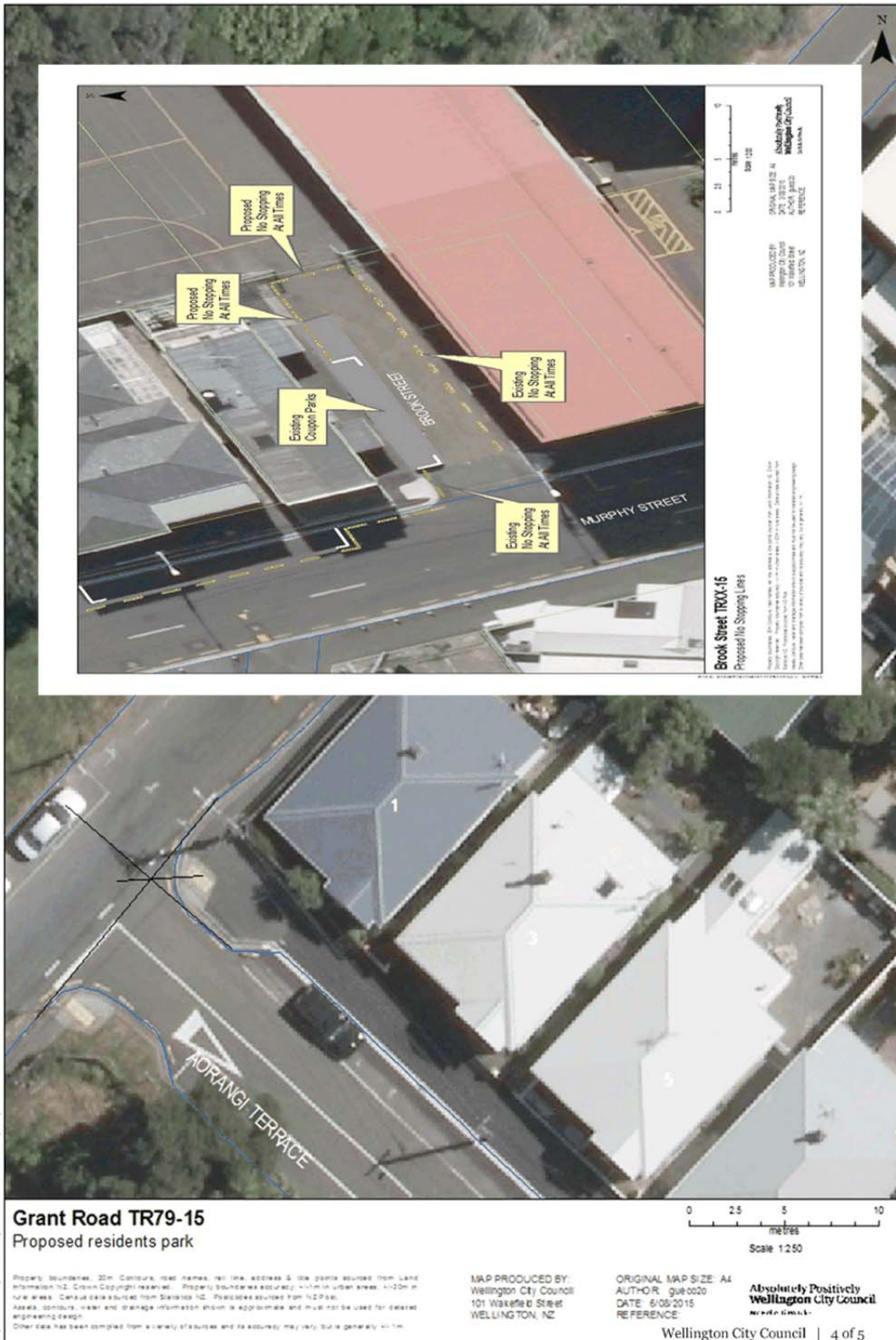
(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:







Feedback Received:

No feedback received.

Reference: TR 80 – 15

Location: Hill Street - Thorndon

Proposal: DC, CC, FC parking
Monday to Friday 8:00am-6:00pm

Information: Council officers received a request for a diplomatic parking space for the diplomatic corps of The Economic and Commercial Counsellor's Office of the Embassy of the People's Republic of China.

Currently, there is no suitable off street parking facility available in the vicinity. This causes operational difficulties for the embassy.

The provision of on-street diplomatic parking will support the daily operations of this embassy.

Net parking loss: 1 – coupon park to diplomatic park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Hill Street	<i>DC, CC, FC parking, Monday to Friday, 8:00am-6:00pm</i>	<i>North side, commencing 121.5m east of intersection with Guildford Terrace (Grid coordinates x= 1,748,683.6m, y= 5,428,988.6m), and extending in an easterly direction following the northern kerbline for 6 metres.</i>

Prepared By: Orencio Gueco

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Planner)

Date:







Feedback Received:

No feedback received.

Reference: TR 82 – 15

Location: Victoria Street - Te Aro

Proposal: DC, CC, FC parking
Monday to Friday 8:00am-6:00pm

Information: Council officers received a request for a diplomatic parking space for the diplomatic corps of The Papua Guinea High Commission.

The High Commission was allocated a diplomatic park in their previous location. Currently, there is not enough off street parking facility available in the vicinity. This causes operational difficulties for the embassy.

The provision of on-street diplomatic parking will support their daily operations.

Net parking loss: 1 – pay and display park to diplomatic park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Victoria Street Slip lane, East Side	Metered parking, P120 maximum, Monday to Sunday, 8:00am – 6:00pm	East side slip lane, commencing 15.3 south of the slip lane inception (Grid coordinates x= 2658439.1m, y= 5988761.8m), and extending in a southerly direction following the kerbline for 6.1 metres. (1 parallel carpark)

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

Column One	Column Two	Column Three
Victoria Street Slip lane, East Side	DC, CC, FC parking, Monday to Friday 8:00am-6:00pm	East side slip lane, commencing 15.3 south of the slip lane inception (Grid coordinates x= 2658439.1m, y= 5988761.8m), and extending in a southerly direction following the kerbline for 6.1 metres. (1 parallel carpark)

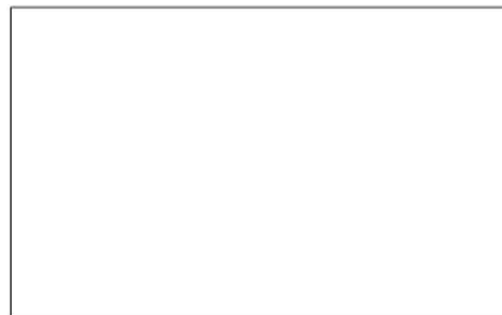
Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:





Feedback Received:

No feedback received.

Reference: TR 83 – 15

Location: Aurora Terrace - Wellington
Central

Proposal: DC, CC, FC parking
Monday to Friday 8:00am-6:00pm

Information: Council officers received a request from the diplomatic corps of The Delegation of the European Union to New Zealand to relocate an existing diplomatic parking space from Waring Taylor to their new location at The Terrace.

Currently, there is not enough off street parking facility available in the vicinity. This causes operational difficulties for the embassy.

The provision of on-street diplomatic parking will support the daily operations of this embassy.

Net parking loss: 1 – metered park to diplomatic park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Aurora Terrace	<i>Parking Meters, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday 8:00am-1:00pm</i>	<i>South side, commencing 9 metres west of intersection with The Terrace and extending in a westerly direction following the southern kerbline for 28 metres.(5 carparks)</i>

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

Column One	Column Two	Column Three
Aurora Terrace	<i>DC, CC, FC parking, Monday to Friday 8:00am-6:00pm</i>	<i>South side, commencing 9 metres west of intersection with The Terrace (Grid coordinates x= 1,748,306.4m, y= 5,426,947.8m), and extending in a westerly direction following the southern kerbline for 5 metres.(1 carpark)</i>

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

Column One	Column Two	Column Three
Aurora Terrace	<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>South side, commencing 14 metres west of intersection with The Terrace (Grid coordinates x= 1,748,306.4m, y= 5,426,947.8m), and extending in a westerly direction following the southern kerbline for 23 metres.(4 carparks)</i>



Prepared By: **Orencio Gueco**

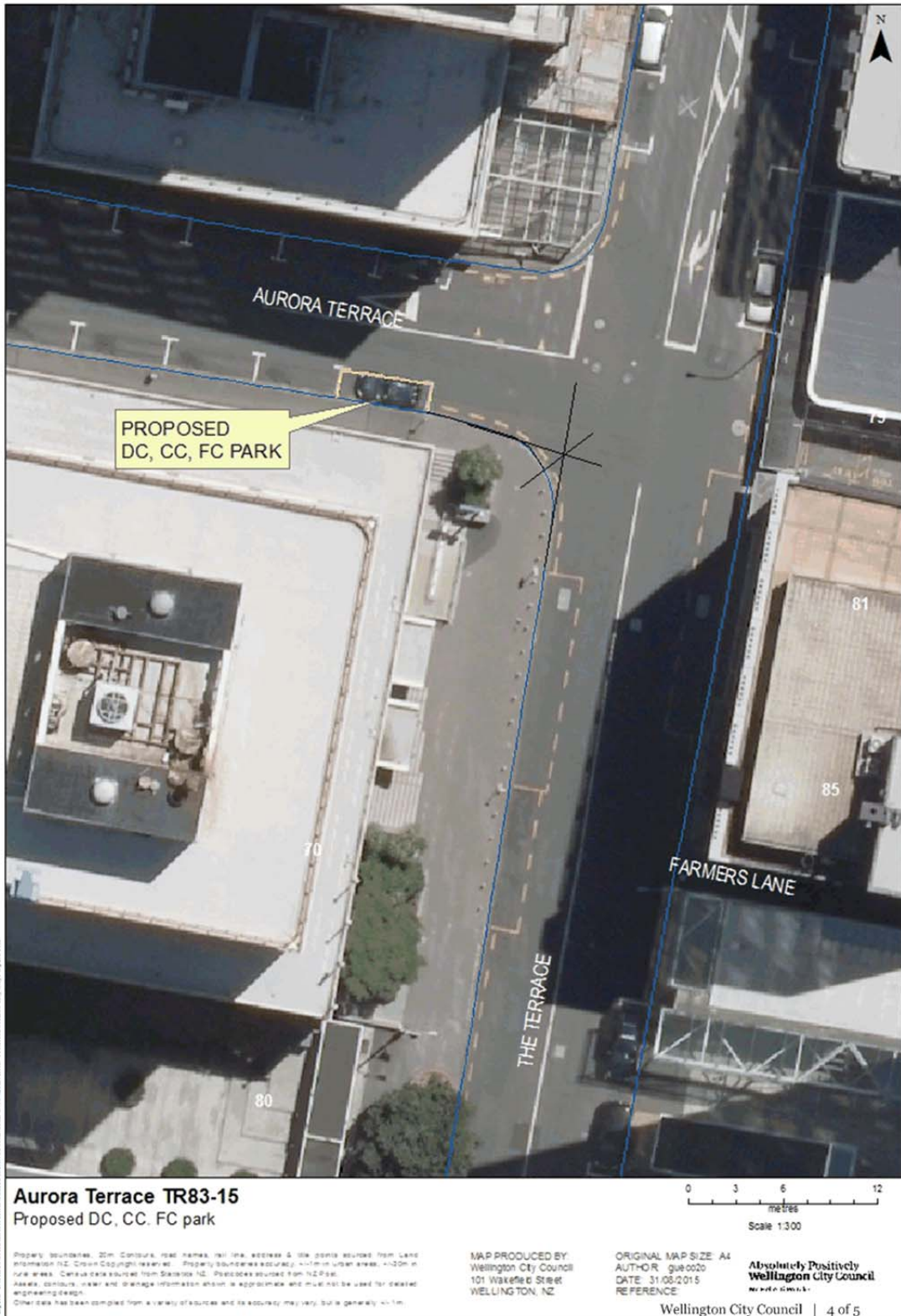
(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

A large, empty rectangular box with a thin black border, positioned to the right of the "Date:" label. It is intended for the date of approval.





Feedback Received:

No feedback received.

Reference: TR 84 – 15

Location: Outside 159 The Parade - Island Bay
(Island Bay Medical Centre)

Proposal: Additional Mobility Park

Information: The Island Bay Cycleway traffic resolutions were approved by Council at its meeting on 24 June 2015 resulting from the consideration of a report by the Island Bay Cycleway Working Party. Following discussion with the medical centre, the Working Party recommended that an additional mobility car park be established outside the medical centre. The attached resolutions give effect to this recommendation. If approved, this will provide two mobility spaces at this location.

The design code, NZS 2890-6:2009, states that parallel bays for mobility users should be 2.4m wide by 7.8 metres long. This length requirement means that the parking provision in front of the medical centre reduces from two normal spaces and one mobility space (total of three carparks) down to two mobility spaces only as there is insufficient remaining length to accommodate another car park.

The working party also recommended some spaces be restricted for parent/child carparks, like those seen at some supermarkets. However, Council has no powers to create such restrictions. The medical centre must provide such spaces on their own land.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper. 22 September 2015
- 2) Feedback period closes. 9 October 2015
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 19 November 2015
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.



Legal Description:

Delete from Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	<i>P60 Monday to Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 39.3 metres south of the northern kerbline of Medway Street (Grid Coordinates X=1748394.2 metres, Y= 5422525.8 metres) and extending in a southerly direction for 11 metres.</i>

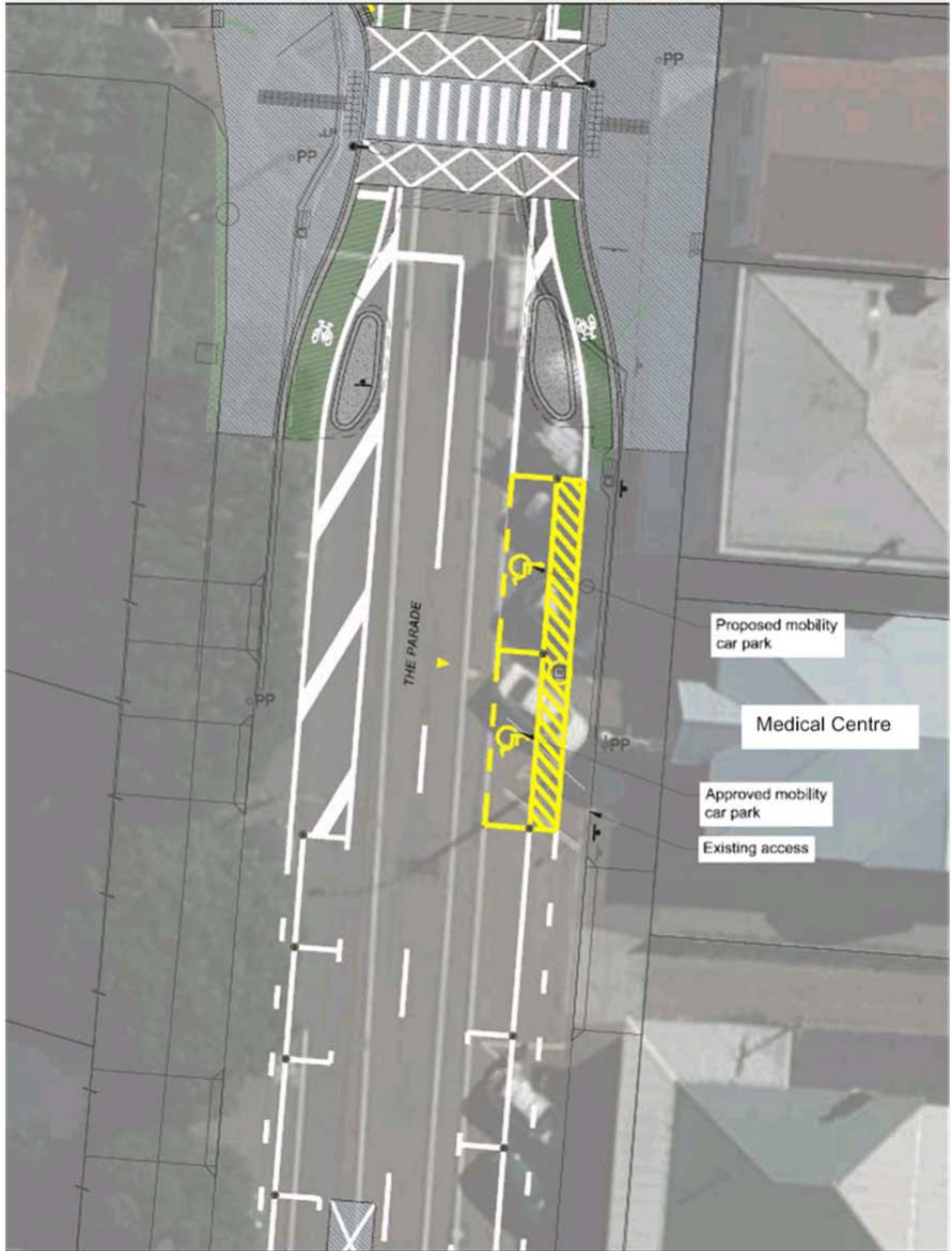
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	<i>P60 Monday to Saturday 8:00am - 6:00pm, Vehicles Displaying an Operational Mobility Permit Only</i>	<i>East side, commencing 34.6 metres south of the northern kerbline of Medway Street (Grid Coordinates X=1748394.2 metres, Y= 5422525.8 metres) and extending in a southerly direction for 15.6 metres.</i>

Prepared By: Joe Hewitt
Approved By: Steve Spence
Date:

(Cycling Principal Engineer)
(Chief Transport Planner)







Feedback Received:

No feedback received

- Reference:** TR 85 – 15
- Location:** Victoria Street - Te Aro
- Proposal:** P30 time limited park and P10 loading zone
- Information:** There is a proposal for a predominantly residential development on 238 Victoria Street on the corner of Karo Drive and Victoria Street.

Council has recently granted dispensation from the requirement to provide on-site vehicular servicing for the development on the basis that an off-street loading park would be created, at the applicants' expense. This will be on spare Council road reserve land immediately to the south.

Accordingly, a P10 goods park (for legitimate service vehicles only) next to the development site, plus an adjoining P30 general parking space, are to be constructed with the footpath being relocated behind these two designated parking spaces, to the satisfaction of Council's Roading Engineer.

Net parking loss: 0 – install P10 Loading Zone and P30 park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	West side commencing 9 metres south of its intersection with Karo Drive (Grid Coordinates x=2658358.066472 m, y=5988624.635501 m) and extending in a southerly direction following the kerbline to its intersection with Webb Street for 98.5 metres.

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	West side commencing 9 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the western kerbline for 11.5 metres.

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

Column One	Column Two	Column Three
Victoria Street	P10, Loading Zone, goods vehicles and authorised vehicles only	West side commencing 20.5 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the western kerbline for 11 metres.



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

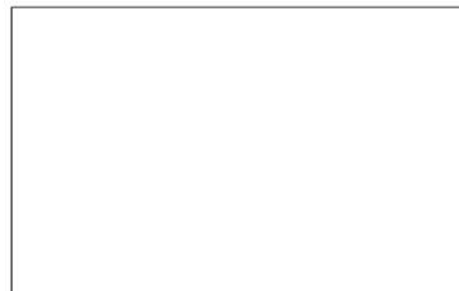
Column One	Column Two	Column Three
Victoria Street	P30	West side commencing 31.5 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the kerbline to its intersection with Webb Street for 11 metres.

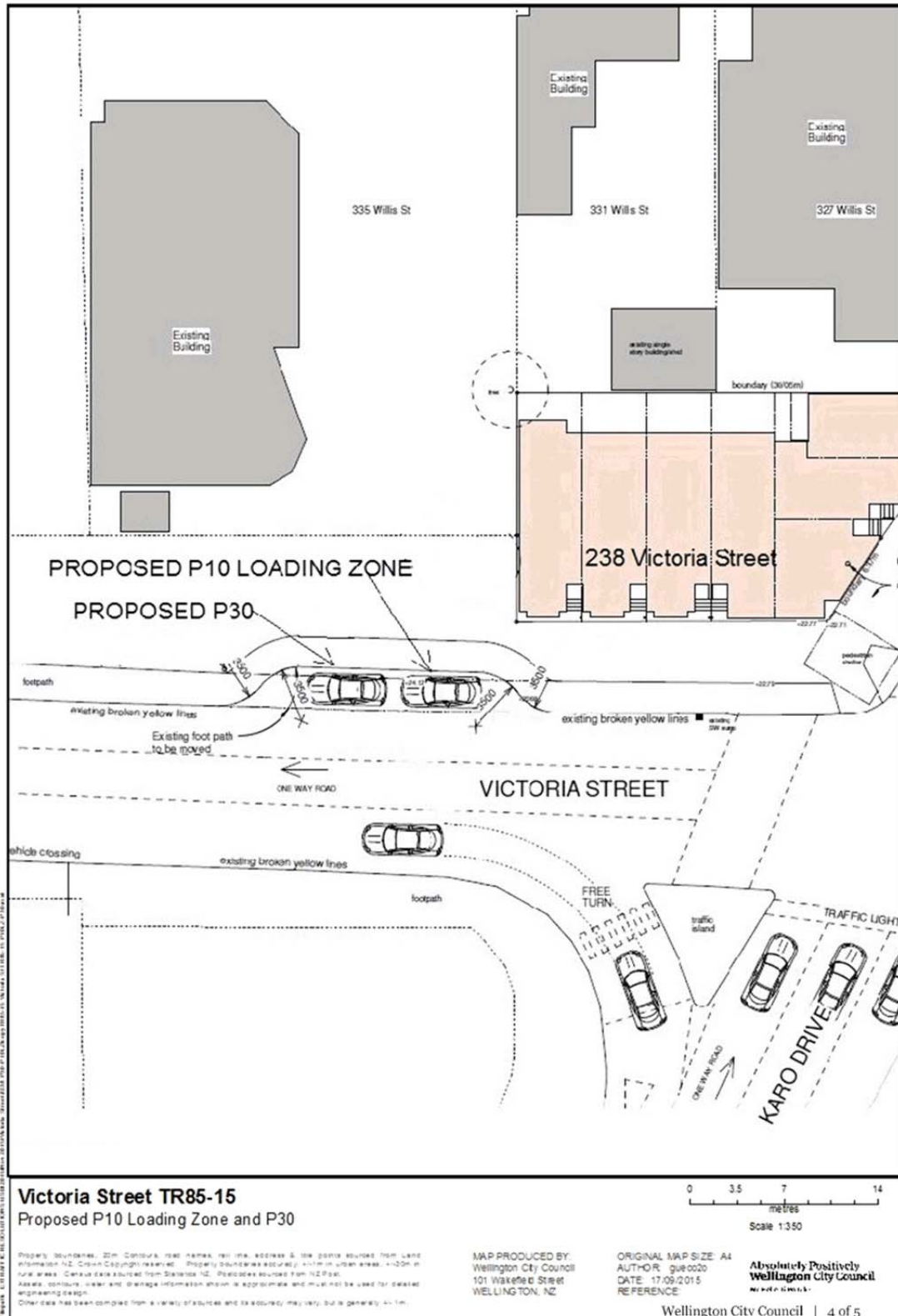
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	West side commencing 42.5 metres south of its intersection with Karo Drive (Grid Coordinates x=1,748,336.1m, y=5,426,858.3m) and extending in a southerly direction following the kerbline to its intersection with Webb Street for 56 metres.

Prepared By: **Orencio Gueco**
Approved By: **Steve Spence**
Date:

(Area Traffic Engineer)
(Chief Transport Planner)







Feedback Received:

No feedback received.

Reference: TR 86 – 15

Location: Wilson Street - Newtown

Proposal: No stopping except for authorised residents vehicles, at all times

Information: Council Officers received a petition from several residents of Wilson Street requesting to extend the time restriction of the existing residents parking to 'at all times'. Current time restriction is from Monday to Friday 8am to 6pm.

Due to the present situation, they have difficulty finding available parking in the evenings and weekends because of non-residents parking.

It is proposed to convert the existing residents' parks to 'at all times'.

Net parking loss: 0 –
Conversion of existing residents parks from Mon-Fri to At All Times

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Wilson Street	No stopping except for authorised residents vehicles, at all times	North side commencing 71 metres east of its intersection with Daniell Street (Grid Coordinates $x=1,749,181.4m$, $y=5,425,009.8m$) and extending in an easterly direction following the northern kerbline for 61 metres.

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:







Feedback Received:

No feedback received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 87 – 15

Location: Clifton Terrace - Kelburn

Proposal: No Stopping At All Times

Information: At the northern end of Clifton Terrace, there is a discrepancy between what is stated in the traffic resolutions versus the actual markings and signs on site.

Broken yellow lines on the east side of Clifton Terrace currently extends 32.5m south of its intersection with Aurora Terrace. The traffic resolutions database state that broken yellow lines should extend 41m south of the Aurora Terrace intersection. As this discrepancy has been in place for a number of years, updating the resolutions database to reflect what is on site is the preferred solution over increasing the no stopping restriction area, effectively removing one parking space. Despite the existing No Parking Restriction being shorter by 8.5m, there has been no reported compromise in safety.

The purpose of this resolution is to update the resolutions database to match the actual on street measurements.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 Sept 2015 |
| 2) Feedback period closes. | 9 Oct 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 Nov 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Clifton Terrace	<i>No stopping At All Times</i>	<i>East side, commencing from its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 41 metres.</i>

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

Clifton Terrace	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 32.5 metres.</i>
------------------------	---------------------------------	---

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date:

(Area Traffic Engineer)

(Chief Transport Planner)

WCC Contact:

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



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback received.

- Reference:** TR 88 – 15
- Location:** Featherston Street - Wellington
- Proposal:** Class Restricted (Loading Zone, P10 At All Times)
Metered Parking (P120 Maximum, Monday to Thursday 8:00am - 6:00pm,
Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm)
- Information:** Council Officers have received a request from Rydges Hotel to address a loading zone shortage on Featherston Street, prior to its intersection with Whitmore Street.
- Outside the Rydges Hotel on 75 Featherston Street, there is a P10 Loading Zone. Due to high demand from the hotel and other nearby businesses, the Loading Zone spaces are often occupied. As a result, coach operators and other vehicles tend to double park when picking up or dropping off passengers.
- The purpose of this resolution is to extend the existing loading zone to meet extra demand.
- Net parking loss: 1 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 Sept 2015 |
| 2) Feedback period closes. | 9 Oct 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 Nov 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Featherston St	Loading Zone, P10, At All Times	East side, commencing 116.5 metres south of its intersection with Bunny Street (Grid Coordinates X=2659025.41741 m, Y=5990377.051702 m) and extending in a southerly direction following the kerbline for 23 metres.

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

Featherston St	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 105.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the kerbline for 11 metres. (2 parallel carparks)
-----------------------	---	--



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

Column One	Column Two	Column Three
Featherston St	Loading Zone, P10, At All Times	East side, commencing 111 metres south of its intersection with Bunny Street (Grid Coordinates X=1748957.0692 m, Y=5428566.1998 m) and extending in a southerly direction following the kerbline for 28.5 metres.

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

Featherston St	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 105.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1748959.371m, y= 5428571.1211 m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carparks)
-----------------------	---	---

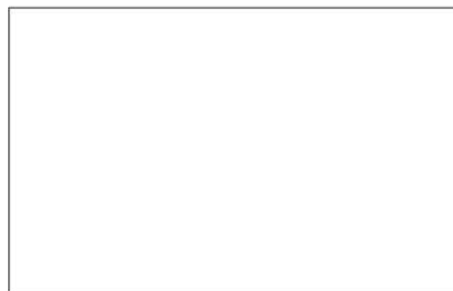
Prepared By: **Patrick Padilla**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:





Feedback Received:

Submitter: Josh Coe
Address: 67, Featherston Street, Pipitea, Wellington
Agrees with proposal: No

Comments: Unnecessary and unwarranted to reduce already scarce public parking in the area. Better option would be to make the current loading zone 'goods vehicles only' and enforce it to remove the taxis who park there. Or split it so there is a 2 car taxi rank, and space for goods vehicle only parking (which again is vigorously enforced). Biggest issue with that loading zone is vehicles parked for too long, who can't justify being there. Which forces legitimate delivery vehicles to double park, illegally park, or take up public car parks. Enforcing the loading zone rules would have a huge effect without even changing anything else.

Council Officer response: Thank you for your response regarding the Proposed Traffic Resolution (TR 88 – 15 – Featherston Street – Wellington) Loading Zone P10 At All Times and Metered Parking.

Your suggestions for making improvements to the loading zone facility are greatly appreciated. These have been carefully considered.

You are correct in saying that stricter enforcement of the loading zone rules may help produce the desired outcome. However, enforcement is but one part of the solution. To meet the higher demand for short term parking, the existing facility will need improving.

Apart from delivery vehicles and taxis, other users of this facility are buses, tour vans, company/private vehicles, etc. With a large variety of users and vehicle types/sizes, marking individual parking bays and implementing vehicle restrictions may prove to be more limiting than it already is.

In a bid to offer this facility to a wider range of road users, increasing the current loading zone size would achieve the best overall benefit. This traffic resolution will proceed as proposed.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

- Reference:** TR 89 – 15
- Location:** Holland Street - Te Aro
- Proposal:** Metered Parking (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm)
- Information:** At the end of Holland St, there are two P120 Pay & Display parking spaces that are not currently in the Traffic Resolutions database.
- The purpose of this resolution is to update the resolutions database to match the actual on street measurements.
- Net parking loss: 0 spaces
- Key Dates:**
- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 Sept 2015 |
| 2) Feedback period closes. | 9 Oct 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 Nov 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Holland St	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing 90 metres west of its intersection with Tory Street (Grid coordinates x= 1,749,004.4535 m, y= 5,427,075.0862 m), and extending in a westerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>
-------------------	--	--

Prepared By: **Patrick Padilla**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:







Feedback Received:

No feedback received.

Reference: TR 90 – 15

Location: Taranaki Street - Wellington
Central

Proposal: P10, loading zone, goods vehicles and authorised vehicles only

Information: Council Officers received a petition signed by two businesses and two body corporates at the southwest corner of Wakefield Street and Taranaki Street.

Due to the removal of two parks outside of 178 Wakefield Street, delivery vans and rubbish collectors have found it difficult to find nearby short term park.

The petition requests for a loading zone to provide for the servicing needs of the residential apartments and businesses in the area.

It is proposed to convert one metered park outside 24 Taranaki Street to a P10 loading zone

Net parking loss: 1 – conversion of metered park to P10 loading zone

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 18 metres north of its intersection with Lukes Lane (Grid Coordinates x=2658985.058862m, y=5988979.205634m) and extending in a northerly direction following the kerbline for 16 metres.

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

Column One	Column Two	Column Three
Taranaki Street	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=1748963.2m, y=5427267.1m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)

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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 45 metres north of its intersection with Lukes Lane (Grid Coordinates x=2658985.058862m, y=5988979.205634m) and extending in a northerly direction following the kerbline to its intersection with Wakefield Street for 40.5 metres.



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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	West side, commencing 18 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline for 12.5 metres.

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

Column One	Column Two	Column Three
Taranaki Street	P120 Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm.	West side, commencing 30.5 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)

Add to Schedule B (Class Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	P10, loading zone, goods vehicles and authorised vehicles only	West side, commencing 41.5 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline for 6 metres. (1 parallel carpark)



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

Column One	Column Two	Column Three
Taranaki Street	<i>No stopping, at all times</i>	<i>West side, commencing 47.5 metres north of its intersection with Lukes Lane (Grid Coordinates x=1,748,963.3m, y=5,427,317.1m) and extending in a northerly direction following the kerbline to its intersection with Wakefield Street for 36.5 metres.</i>

Prepared By: **Orencio Gueco**

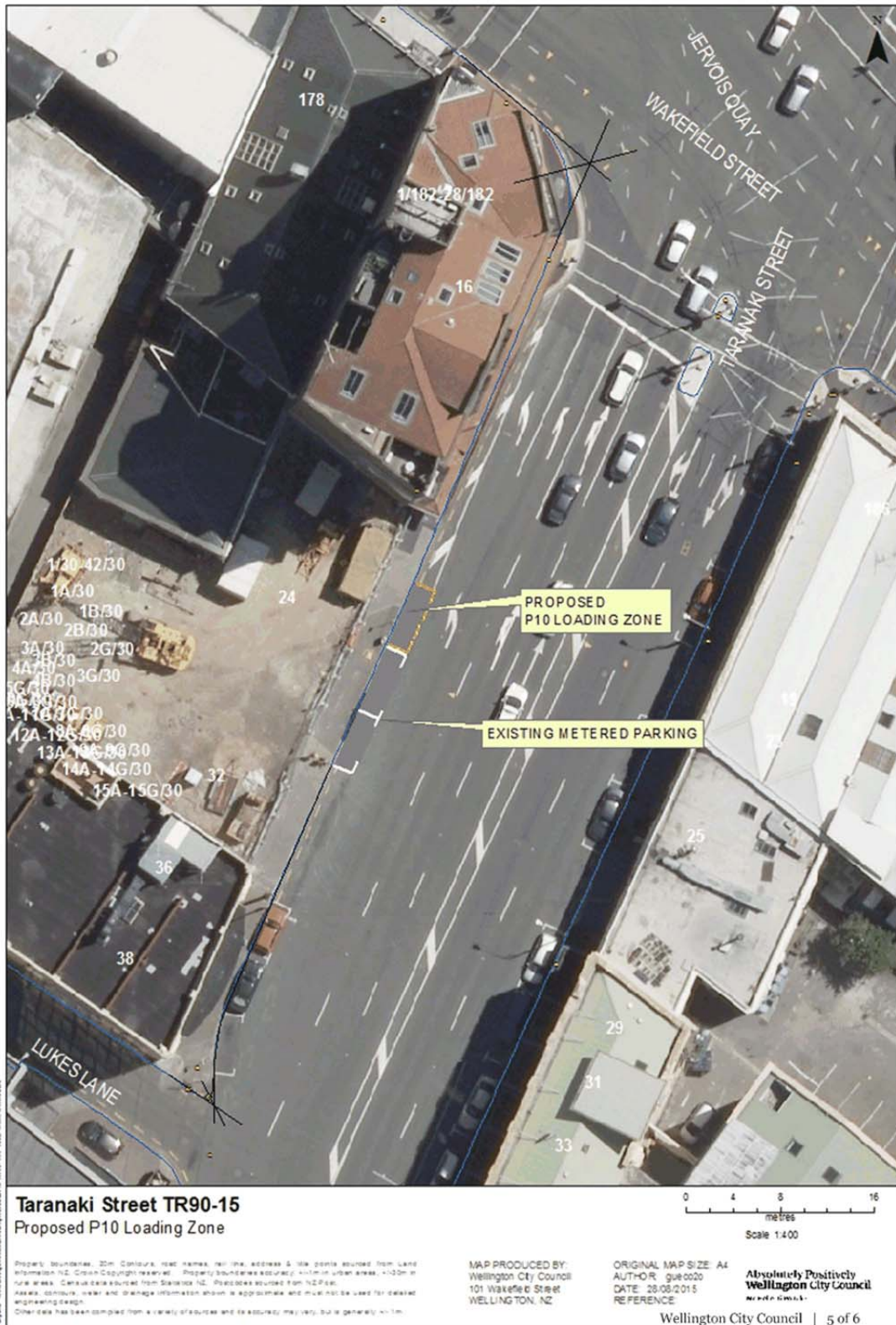
(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:





Feedback Received:

Submitter: Ian and Jenny Clark
Address: Flat 2, 178 Wakefield Street, Te Aro, Wellington
Agrees with proposal: No

Comments: We do agree with the need for a loading zone, but not with the location. A loading zone at the eastern end of the car parking outside the Amora Hotel would be better used by the removal trucks that usually park on the footpath outside the Aulsebrook building when residents move in or out of both the Aulsebrook and The Wakefield. It would also be less disruptive of traffic than the proposed loading zone in Taranaki Street. See my photo attached, which shows a car passing the spot we recommend. The back of the car is at the point where a loading zone could begin, making it larger than a standard car park. It would also be very easy for trucks to drive in to the loading zone, and unload from the back of the trucks.

Council Officer response: Thank you for your submission regarding the proposed TR90-15 P10 Loading Zone on Taranaki Street.

The original signed petition received by Council from the body corporates and businesses was for a nearby loading zone. The petition provided two options - one on Wakefield Street and the other on Taranaki Street. We considered this request and reviewed the two locations.

Upon site visits, assessment and discussion with colleagues, we proposed the loading zone along Taranaki Street as per TR90-15.

The location of this park is more central to the surrounding businesses in the area than the Wakefield option. This will allow better servicing due to its proximity to a greater number of establishments and apartments.

In addition, the carriage width along Taranaki Street is wider. This means that wider vehicles or trucks can load and unload in a safe manner without disrupting adjacent traffic flow.

I appreciate that this response is not the first preference you are seeking, but I hope that I have explained our position and the reason why we have decided to propose the Loading Zone along Taranaki Street. We will now proceed to finalise this proposal for Council approval at their 19 November Transport & Urban Development (T&UD) Committee meeting.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

- Reference:** TR 91 – 15
- Location:** Adelaide Road - Newtown
- Proposal:** Time Limited (P60, Monday to Saturday, 8am-6pm)
- Information:** Officers have received requests from local retailers and businesses located around 465 -471 Adelaide Road to change parking restrictions from P120 to P60 in this area.

The six parking spaces outside 465-471 Adelaide Road currently have a P120 parking restriction which is affecting local businesses due to customers being unable to find available parking space. The proposed P60 will provide a greater turnover of parking in this area and is therefore more appropriate to serve the patronage related to these businesses.

Officers therefore propose implementing P60 time limited parking to support the businesses in this area.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	<i>P120, Monday to Saturday 8:am-6:00pm</i>	<i>East side, commencing 17 metres south of its intersection with Luxford Street (Grid coordinates x= 1,748,589.7 m, y= 5,424,208.4 m), and extending in a southerly direction following the eastern kerb line for 36 metres.</i>

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

Column One	Column Two	Column Three
Adelaide Road	<i>P60, Monday to Saturday 8:am-6:00pm</i>	<i>East side, commencing 17 metres south of its intersection with Luxford Street (Grid coordinates x= 1,748,589.7 m, y= 5,424,208.4 m), and extending in a southerly direction following the eastern kerb line for 36 metres.</i>



Prepared By: **Frank Fan** (Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Planner)
Date:





Feedback Received:

Submitter: James Whyte
Address: 470 Adelaide Road, Berhampore, Wellington
Agrees with proposal: Yes

Comments: The current P120 anytime is difficult to administer and does not provide sufficient turnover of car parking to support the community village. The changes proposed will allow resident overnight car parking and importantly provide sufficient turnover during trading hours. It will also make it easier for the restrictions to be enforced. I support this change whole heartedly.

Reference: TR 92 – 15

Location: Hay Street - Oriental Bay

Proposal: No stopping, at all times.

Information: Council Officers have received a request from a resident in Hay Street expressing concerns regarding vehicle accessibility along Hay Street, and in particular, outside property number 13 Hay Street where the road is at its narrowest point.

This section of Hay Street is particularly narrow and steep. Coupon parking spaces are currently in place on one side of road and operate 8am to 6pm Mondays to Fridays. The narrowest point is only 4.5 metres wide, which makes it difficult for large vehicles to get through when vehicles are parked, and in particular, outside number 13.

Consultation has been undertaken with the Fire Services and there are concerns that emergency vehicles of this type would not be able to access the street when vehicles are parked on one side of road and after an on-site trial with their fire appliances, the New Zealand Fire Service recommends the removal of one car parking space.

Council Officers therefore propose to install an additional 7 metres of No Stopping Restrictions outside property number 13 Hay Street, in order to improve the safety and accessibility in this area and to service the residential properties

Net parking loss: 1 Coupon Parking space.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Column One	Column Two	Column Three
Hay Street	<i>No stopping, at all times</i>	<i>East side, commencing 74 metres ease of its intersection with Oriental Parade (Grid Coordinates: X=1750272.1m, Y=5427351.3m) and extending in a southerly direction following the eastern kerb line for 7 metres.</i>

Prepared By: **Frank Fan** (Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Planner)
Date:





Feedback Received:

Submitter: Lea and Neil Bramley
Address: 13 Hay Street, Oriental Bay, Wellington
Agrees with proposal: No

Comments: Again , as in only last year??...we are writing about the complainant who is obviously unused to the tight but delightful carriageway of Hay Street. There has never been or at least never been brought to anyones attention; that a large vehicle, yes even Fire Service, has not been able to access all of Hay Street using the careful driving that is required all the way up this steep and winding street. The rubbish truck manages it every week!

A notification would perhaps be more appropriate, asking users of the few coupon parks available up the entire street , that they ensure they are parked correctly and considerately. Perhaps properly delineated parks such as those put in place 2? years ago outside no's 17 & 19 & 21 Hay Street , could be used outside no. 13 to show users of 2 park spaces , the exact space their vehicle should be parked in. This would allow turning space for the users of garage space of no's.11 and 13 and of no. 17 Hay Street.

Unfortunately many of the houses in this stretch of Hay Street have no garaging. So parking is already at a premium Should they be further penalized by the removal of parking space available outside no. 13 ? Parking space which has been in long historical use within the tight community of this lower end of Hay Street ! More considerate parking is what need be encouraged and clearly delineated park spaces of 2 vehicles only outside no. 13.

Please do not use dotted yellow lines (over the wider piece of road) outside the garage of no.11, 13 and 17 so the users of these garages or their visitors can park over the entrance should they desire, without having to grab one of the few other park spaces available.

I ask that this be the case in front of all the Hay Street garages. Commonsense should surely prevail as it should by law that not just any random can park covering a garage entranceway.

Council Officer response: This section of Hay Street is particularly narrow and steep, which makes difficult for large vehicles, especially for fire service vehicle to pass through when vehicle parks outside number 13 on Hay Street. We would sill recommend to install 7 metres of No Stopping Lines outside number 13. The No Stopping restrictions outside the garage of number 7 and number 17 can be discuss on the request of the house owner.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753,



no later than 13 November, so she can arrange for you to speak to this committee meeting.

Reference: TR 93 – 15

Location: Boston Terrace - Aro Valley

Proposal: No Stopping, at all times

Information: Council Officers have received a request from a resident in Boston Terrace expressing concerns regarding vehicle accessibility outside number 2 and opposite property number 7 Boston Terrace.

This section of Boston Terrace is particularly narrow due to the location of a power service pole and the road is reasonably steep. The narrowest point is only 4.5 metres wide, which makes it difficult for large vehicles to travel through when vehicles are parked, and in particular, outside number 2.

Consultation has been undertaken with the Fire Services and there are concerns that emergency vehicles of this type would not be able to access the street when vehicles are parked on one side of road in this location, and after an on-site trial with their fire appliances, the New Zealand Fire Service recommends the removal of one car parking space.

Council officers therefore propose to install an additional 6 metres of No Stopping Restrictions outside property 2 Boston Terrace, in order to improve the safety and accessibility in this vicinity.

Net parking loss: 1 Parking Space.



Key Dates:

- | | |
|---|-------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 Sep 2015 |
| 2) Feedback period closes. | 9 Oct 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 Nov 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Boston Terrace	<i>No stopping, at all times</i>	<i>North side, commencing 51 metres south of its intersection with Aro Street and extending in a westerly direction following the northern kerbline for 5 metres</i>

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

Column One	Column Two	Column Three
Boston Terrace	<i>No stopping, at all times</i>	<i>North side, commencing 51 metres south of its intersection with Aro Street (Grid Coordinates: X=1748076.98m, Y=5426913.1m) and extending in a westerly direction following the northern kerbline for 18 metres</i>



Prepared By: **Frank Fan** (AreaTraffic Engineer)
Approved By: **Steve Spence** (Chief Transport Planner)
Date:





Feedback Received:

Submitter: Eliza Avery
Address: Not given
Agrees with proposal: No

Comments: Thank you for your letter advising us of the Council's intention to extend the no-stopping line on Boston Terrace. My husband and I have lived on this street for almost 7 years. During that time there has been a large increase in the volume of traffic and desire for parking spaces. This is because a large number of new dwellings have been built on this very small street.

We agree that getting around the corner and turning can both be very difficult when cars are parked on the existing no-stopping line. However, our observation has been that if people are properly parked it does not cause a problem, especially as there is an extra 6-inches or so of kerb-width just before Boston Terrace reaches our steps (4B).

We frequently have friends and family visiting and the loss of that parking space will therefore be a problem for us, particularly when we have people visiting with limited mobility (e.g. my mother) or young children. If no parks are available for visitors to Boston Terrace they often have to walk some distance, e.g. from Epuni Street.

I would like to ask about two other possibilities therefore:

1. Would it be possible to move the power pole? I realise this is unlikely due to expense but given the increase in traffic the pole's position is more of a problem.
2. Would it be possible to provide some 120-minute or even 60-minute parks nearby? The parks alongside the Aro Park are 20-minute parks and are frequently vacant. Increasing some of them would allow their use for visitors (and people going to the park and local cafes etc).

Council Officer response: Thank you for the feedback on the Traffic Resolution 93-15 Boston Terrace. We are unable to or have the authority to relocate due to cost implications and this utility pole is not in the ownership of WCC.

The correct parking time limits on Aro Park will be investigated. The existing P20 time limits are consistent throughout this suburban shopping centre and are provided to create parking turnovers and patronage to the commercial premises. We will however investigate longer time period parking restriction, these will require public consultation.

Our recommendation is processed with this Traffic Resolution. Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise



Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Reference: TR 94 – 15

Location: Newlands Road - Newlands

Proposal: No Stopping At All Times

Information:

Council officers have received a request from Mana Coach Services and Greater Wellington Regional Council to address safety concerns and bus manoeuvring challenges along Newlands Road, near Newlands School and St Michael church.

The lack of parking restrictions allow motorists to park their vehicles all day outside Newlands School and St Michaels Church, and then take the bus into town. Because this part of Newlands Road is on a bend and allows vehicle parking on both sides of the street, buses and other large vehicles often have to straddle the centreline to get around the parked vehicles. When this occurs, vehicles approaching the bus will need to pull over or they may attempt to squeeze between the parked vehicles and oncoming traffic. Crash data for this area reports of 5 instances over the past 5 years, where vehicles veering too far left crash into parked vehicles.

The purpose of this traffic resolution is to increase the existing no stopping restriction by 23m in order to give buses and other vehicles more room to manoeuvre and travel around the bend in a safer manner.

Net parking loss: 4 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |



Legal Description:

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

Newlands Road	<i>No Stopping At All Times</i>	<i>South side commencing 248m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 5m.</i>
----------------------	---------------------------------	--

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

Newlands Road	<i>No Stopping At All Times</i>	<i>South side commencing 248m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 28m.</i>
----------------------	---------------------------------	---

Prepared By: Patrick Padilla

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Planner)

Date:





Feedback Received:

Submitter: Wayne Renalson
Address: 11 Archbold Street, Newlands, Wellington
Agrees with proposal: No

Comments: I believe the Council has not considered the impact of creating a permanent no parking zone on both the school and the church. By permanently marking the 4 carparks as no parking creates another problem, in that you are removing crucial parking spaces from parents dropping off and picking up children at the school, and you are reducing the number of carparks available to citizens who use the church and church hall during the week and on the weekend. By creating a permanent no parking zone I anticipate parents will park illegally when dropping off their children, as this is one of the few safe flat places on this side of the road to drop children at the school. Further to this the people who are parking all day will just park further down Newlands road moving the danger of the crash area. My suggestion would be to put in place a time restricted parking zone of 2 hours during the week, but free on the weekend as the church goes on a Sunday will park for longer. Look to extend the no parking zone on the other side of the road might also be another option to consider.

Council Officer response: Thank you for your response regarding the Proposed Traffic Resolution (TR 94 – 15 – Newlands Road – Newlands) No Stopping At All Times.

This traffic resolution was proposed in a bid to make general improvement to this particular stretch on Newlands Road. By extending the no stopping restriction, we are effectively increasing the road width and improving sight distances for both drivers and pedestrians.

You are correct in saying that this restriction will have an impact, particularly on the school and church. We are aware of the additional constraints the proposed restriction will cause. However, there are also benefits that come with it. We agree as well that there are plenty areas along Newlands Road that could do with improvements. Over the years, a high number of reported crashes have occurred along this stretch of road which is why it was chosen for these parking management improvements.

By restricting parking on one side, the main benefit to all road users on Newlands Road would be in the effective road width increase. A wider road would mean that buses and other vehicles would not have to cross the centre line on a regular basis. This will reduce the probability of vehicle conflicts while improving traffic flows and increasing sight distances for both drivers and pedestrians.

Newlands School has a dedicated loading zone further up the road and also has school grounds access via Robert Street. As such, this proposal should not affect them too much.

Newlands School were included in this consultation process and have provided no objections to the proposals.

The Church of St Michael and All Angels may lose nearby on-street parking. However, reports suggest that the on-street parking is largely taken up by commuters who leave their vehicles here all day. In a sense, the commuters will lose out on parking as oppose to members of the church.

Time restricted parking for this area may be considered for future parking management improvements. Do note that a time restricted parking space may prevent commuters from parking all day but it still would not guarantee an available parking space(s) for church goers. These spaces will be very limited in numbers and they are available for anyone to use.

For the time being, the traffic resolution is recommended to proceed as proposed.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

Submitter: Wayne Renalson on behalf of St Michael and All Angels Church
Address: 196 Newlands Road, Newlands, Wellington
Agrees with proposal: No

Comments: With the notification from Council for a proposed traffic resolution (TR94-15) of permanent no parking zone at the south end of Newlands School on Newlands Road the following submission is being made on behalf of St Michael and All Angels Church, Newlands. The Church believes the Council has not considered the impact of creating a permanent no parking zone on both the school and the church. By permanently marking the 4 carparks as 'no stopping at all time' creates another problem, in that you are removing crucial parking spaces from parents dropping off and picking up children at the school, and you are reducing the number of carparks available to citizens who use the church and church hall during the week and on the weekend. These parking spaces, in particular, are important as they are on a relatively flat section of road with reasonable visibility, which makes it safer and easier for both young and old to negotiate when getting in and out of vehicles. The church hall is used almost every day of the week by community groups such as the SPACE program for parents of babies, a pre-school music group, Tuesday service for the elderly, and study groups which include a number of our elderly citizens. Council needs to consider the impact on child safety around the school, as this is one of the few safe flat places on the school side of the road to drop children at the school. The Church does not believe installing a permanent no parking zone resolves the issue of people parking all day on Newlands road, nor does it resolve the issue of buses and heavy vehicles having to straddle the centreline, rather it simply moves it further along the bend in the road to an area on a downhill slope. The reality is that buses and heavy vehicles

have to negotiate their way along most of Newlands road and regularly straddle the centreline, or give way to each other. Recently a representative of St Michael and All Angels church submitted a request for council consideration. The job number is 2377682 . The request was for consideration of placing a time restriction on parking both outside the church, and school. This request was as a result of the increase in the number of cars that were parking all day in this area, and were causing people who attend church to park further away. The Church suggests the Council considers the recommendation of the submission made (reference 2377682) on behalf of the church which requests putting in place a time restricted parking zone during the week, but free on the weekend as the church goes on a Sunday will park for longer.

Council Officer response: Thank you for your response regarding the Proposed Traffic Resolution (TR 94 – 15 – Newlands Road – Newlands) No Stopping At All Times.

This traffic resolution was proposed in a bid to make general improvement to this particular stretch on Newlands Road. By extending the no stopping restriction, we are effectively increasing the road width and improving sight distances for both drivers and pedestrians.

You are correct in saying that this restriction will have an impact, particularly on the school and church. We are aware of the additional constraints the proposed restriction will cause. However, there are also benefits that come with it. We agree as well that there are plenty areas along Newlands Road that could do with improvements. Over the years, a higher number of reported crashes occurred along this stretch of road which is why it was chosen for these improvements.

By restricting parking on one side, the main benefit to all road users on Newlands Road would be in the effective road width increase. A wider road would mean that buses and other vehicles would not have to cross the centre line on a regular basis. This will reduce the probability of vehicle conflicts while improving traffic flows and increasing sight distances for both drivers and pedestrians.

Newlands School has a dedicated Pick Up and Drop off loading zone further up the road and also has school grounds access via Robert Street. As such, this proposal should not affect them greatly. Newlands School have been included in this consultation process and we have not received any objections to this proposal.

The Church of St Michael and All Angels may lose nearby on-street parking. However, reports suggest that the on-street parking is largely taken up by commuters who leave their vehicles here all day. In a sense, the commuters will lose out on parking as opposed to members of the church.

Installing the no parking restrictions may not resolve all issues regarding commuters parking here all day but it will remove them from the area with higher crash numbers. Furthermore, this proposal was made in consultation with Mana Bus Services and Greater Wellington Regional Council. They are in support of the changes and believe that it will help prevent larger vehicles, such as their buses, from straddling the centre line.

Time restricted parking for this area may be considered for future parking management improvements. Do note that a time restricted parking space may prevent commuters from parking all day but it still would not guarantee an available parking space(s) for church goers. These spaces will be very limited in numbers and they are available for anyone to use.

For the time being, this traffic resolution will proceed as proposed.

Should you still wish to present your feedback, you may do so at the T&UD Committee meeting. Please advise Lindsey Hill, Traffic Resolutions Project Co-ordinator on 8038753, no later than 13 November, so she can arrange for you to speak to this committee meeting.

- Reference:** TR 95 – 15
- Location:** View Road - Houghton Bay
- Proposal:** No Stopping, at all times and Reconfirmation of the current bus stop
- Information:** Officers have received a request from Greater Wellington Regional Council (GWRC) to remove the parking space on the approach to the bus stop on the north side outside numbers 59 & 61 View Road.

The position of the parking next to the bus stop actually renders the stop unusable and until the proposed No Stopping restriction is introduced, buses have difficulty pulling into the stop and stop in the centre of the road.

It is therefore recommended to install 5 metres of No Stopping restrictions outside property number 61 View Road, in order to provide a clear entry space for buses to pull into the marked bus stop.

This Traffic Resolution is also a reconfirmation of the current marked bus stop outside 61 & 63 View Road.

Net parking loss: 1 parking space

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 22 September 2015 |
| 2) Feedback period closes. | 9 October 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 November 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
View Road	<i>Bus Stop, at all times</i>	<i>East side, commencing 233.5 metres east of its intersection with Houghton Bay (Grid coordinates x= 1, 749755.8m, y= 5,422100.8 m), and extending in a southerly direction following the eastern kerb line for 12 metres.</i>

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

Column One	Column Two	Column Three
View Road	<i>No stopping, at all times</i>	<i>East side, commencing 233.5 metres east of its intersection with Houghton Bay (Grid coordinates x= 1, 749755.8m, y= 5,422100.8 m), and extending in a southerly direction following the eastern kerb line for 5 metres.</i>

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

Column One	Column Two	Column Three
View Road	<i>Bus Stop, at all times</i>	<i>East side, commencing 228.5 metres east of its intersection with Houghton Bay (Grid coordinates x= 1, 749755.8m, y= 5,422100.8 m), and extending in a southerly direction following the eastern kerb line for 12 metres.</i>



Prepared By: **Frank Fan**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:







Feedback Received:

No feedback received.

- Reference:** TR 99 – 15
- Location:** Onepu Road - Lyall Bay
- Proposal:** Relocation of Zebra crossing requiring new No Stopping restrictions; minor Bus Stop and P10 relocation.
- Information:** Concerns have been voiced from Lyall Bay School and parents using the zebra crossing on Onepu Road at the interception with Wha Street. This crossing is used on a day to day basis by children usually accompanied by parents going to and from the Lyall Bay School. Local residents have also raised safety concerns regarding the safety of this pedestrian crossing related primarily to motorists not stopping to give way to pedestrians on the crossing.

Council Traffic Engineers propose to relocate the pedestrian crossing four metres north along Onepu Road to facilitate the installation of central refuge islands and to facilitate a single southbound traffic lane with a protected right turn pocket. This will provide a greatly improved and safer pedestrian facility on Onepu road. It is internationally and locally acknowledged that two lanes of approaching traffic to a zebra crossing facility is bad engineering practice, and can result in 1 lane of traffic stopping whilst the 2nd lane, in this case the right turn lane, travelling through not realising that pedestrians are on the crossing.

On the receipt of objections to the proposal during the consultation period between the 7-24 July 2015 (TR57-15), Council Officers met with those who objected to the proposals and with those in support but who had not provided a submission. This meeting took place at 15:15pm on 24th of September 2015. Between 12 and 15 residents attended the meeting.

All those in attendance agreed that the pedestrian crossing needed immediate changes and improvements to improve the safety of pedestrians. There were some concerns raised with regard to:

- The relocation of pedestrian crossing could effects the resident of #143 & 143A to apply for new driveway.
- The construction of the new proposal would face difficulties to relocate the drainage and supporting shop verandah pole outside the dairy shop.

In response, officers have carefully designed the crossing facilities to address the above issues with small central refuge islands to facilitate turning movements to any new driveway at 143A; and 143 is affected only by the addition of a short length of proposed no stopping restriction. The relocation of the drainage sump has been discussed on site with the

roading project engineer and this can be addressed on site by the installation of a new sump. The supporting shop verandah pole can remain in its current location with no adverse effect to the proposed crossing facility.

A suggestion was also raised at the meeting with respect to relocating the pedestrian crossing further south on Onepu Road and to the south of Wha Street.

In response, officers have carefully reviewed the current pedestrian desire lines from earlier origin and destination surveys undertaken in the morning and evening peak times. The proposed location best accommodates the current walking and crossing patterns. On the safety front, a relocation of the crossing to south of Wha Street would require children to cross twice to get the northern footpath on Wha Street enroute to and from the Lyall Bay school. This effectively doubles the potential danger to children.

Following this on-site consultation, the plan has been added to with 25 metres of beige coloured anti-skid road surface treatment on both approaches to the pedestrian crossing to improve the conspicuity of the crossing to drivers and to assist in slowing down and stopping for pedestrians on the crossing. Improved pedestrian warning signs are also recommended on each approach.

Council officers recommend that these improvements and the associated parking restrictions are approved and construction of these facilities takes place as soon as possible and as part of this year's Minor Road Safety programme

Parking changes: 1 parking space

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 Nov 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Onepu Road	<i>P10, Monday to Sunday 7:00am-8:30pm</i>	<i>West Side, Commencing 7.5 metres west of its intersection with Wha Street and extending in a northerly direction following the western kerbline for 7.5 metres</i>

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

Column One	Column Two	Column Three
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West Side, Commencing 15 metres north of its intersection with What Street and extending in a northerly direction following the western kerbline for 17.5 metres.</i>

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

Column One	Column Two	Column Three
Onepu Road	<i>P10, Monday to Sunday 7:00am-8:30pm</i>	<i>West Side, Commencing 9.5 metres west of its intersection with Wha Street (Grid coordinates $x= 1,750245.3$ m, $y= 5,423540.4$ m), and extending in a northerly direction following the western kerbline for 7.5 metres</i>

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

Column One	Column Two	Column Three
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West Side, Commencing 17 metres north of its intersection</i>



*with What Street (Grid coordinates
x= 1,750245.5 m, y= 5,423547.4 m), and extending in a northerly direction following the western kerbline for 15.5 metres.*

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>East Side, Commencing 80 metres north of its intersection with Apu Street (Grid coordinates x= 1,750258.7 m, y= 5,423541.04 m), and extending in a northerly direction following the eastern kerbline for 8 metres.</i>

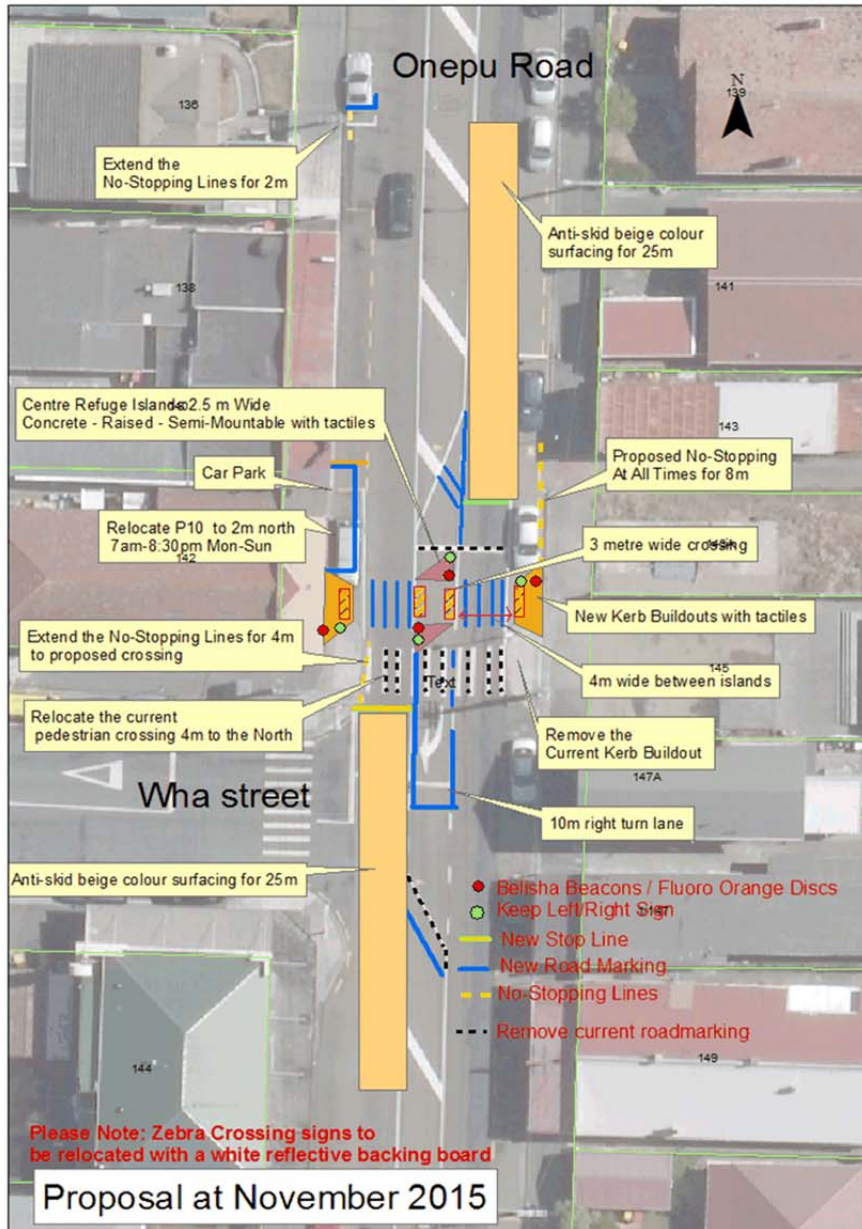
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Onepu Road	<i>No Stopping, At All Times</i>	<i>West Side, Commencing from its intersection with Wha Street(Grid coordinates x= 1,750246.8 m, y= 5,423531.5 m), and extending in a northerly direction following the western kerbline for 4 metres.</i>

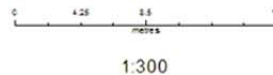


Prepared By: **Frank Fan** (Southern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Planner)
Date:



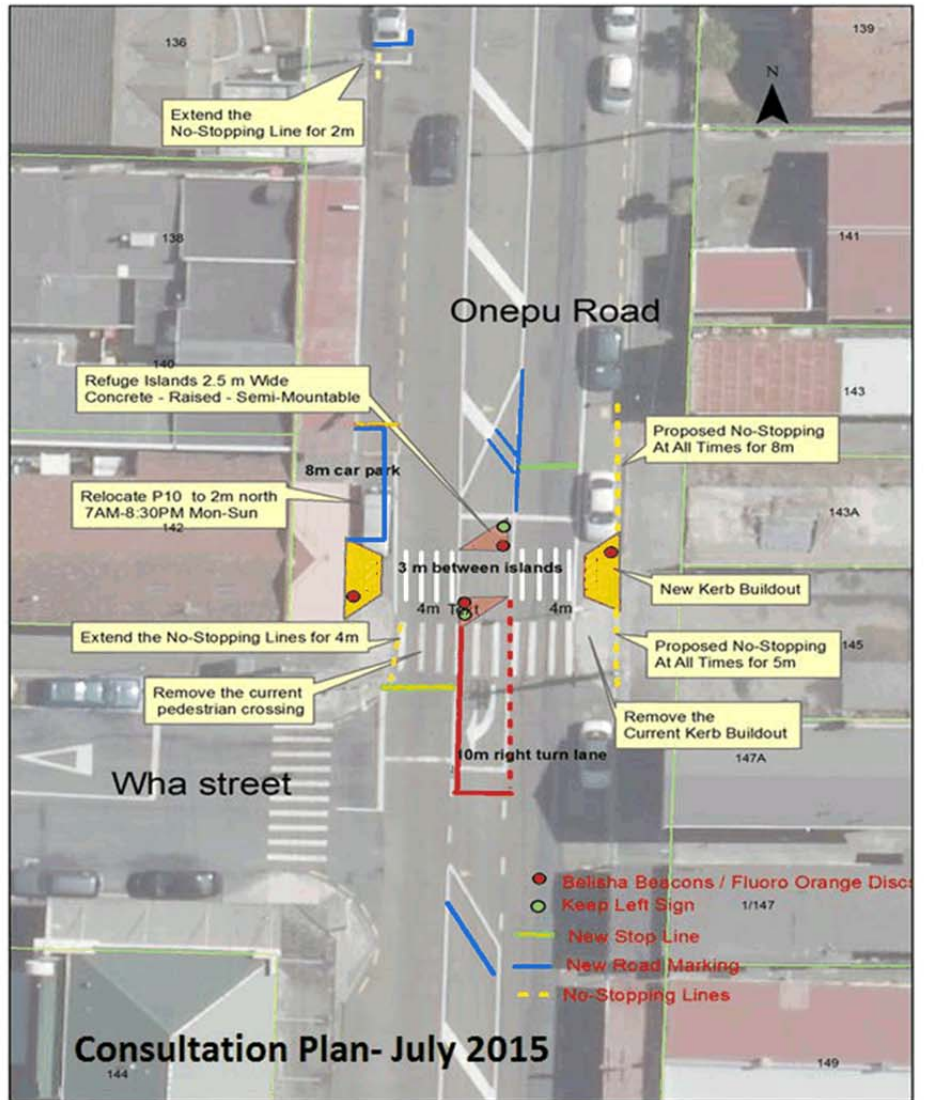


Onepu Road / Wha Street - Lyall Bay
Minor Road Safety Improvement -
Relocation of Pedestrian Crossing,
Central Pedestrian Refuge and Right Turn Bay





Original Proposal (TR57-15)



Onepu Road - Lyall Bay
PROPOSED TRAFFIC RESOLUTION (TR57-15)

1:250

Feedback Received for original proposal (TR57-15):

Submitter: G Patel
Address: 142 Onepu Road, Lyall Bay, Wellington
Agrees with proposal: No

Comments: Objections on this proposal: 1. There is nothing about speed. 2. No accidents have happened for some time. 3. If this goes ahead veranda pole in the middle. 4. What about drain hole. 5. Unnecessary loss of car parks.

Proposed: 1. Leave it as is. 2. Add "Slow down, Pedestrian Crossing ahead" road markings.

Submitter: Finola Dunn
Address: 10 Puru Crescent, Lyall Bay
Agrees with proposal: No

Comments: Firstly, thank you for addressing this crossing - it is a really dangerous intersection for kids, and I have seen several near-misses lately. I like this proposal. My only concern is that if there are 1 or 2 cars stopped at the single south-bound lane waiting to turn into Wha St, then cars travelling north towards the crossing will be unable to see pedestrians crossing from the east footpath. As it is, cars seem to completely miss seeing pedestrians crossing the road - as an adult I have been half way across the crossing from the east and a minivan from the south has not seen me and nearly hit me. I'm not sure what it is about that stretch of road that makes people so unaware of the crossing. Maybe the crossing needs to be more than 4 meters from the intersection, given that distance would be taken up by 2 cars waiting to turn. And it would also be useful if there could be one of those speed detectors or flashing lights or something to slow people down. Thanks again for addressing this issue.

Submitter: Anand Ranchord
Address: 145 Onepu Road, Lyall Bay
Agrees with proposal: No

Comments: I object to the proposed Traffic Resolution (TR 57-15 - Onepu Rd, Lyall Bay) - for the reason that the proposal (1) does not adequately address the safety concerns that are the key driver of this change, and (2) leaves certain practical issues unaddressed. To clarify, I do support the need to make changes to the current pedestrian crossing - however, the current proposal leaves key issues unaddressed, as noted. Please refer attached document for details.

Submitter: Steven Tam
Address: 138 Onepu Road, Lyall Bay
Agrees with proposal: No

Comments: It will simply stop my business. There is already not enough parking space and the crossing is perfect, has been like that for ages.

Submitter: Rajshree Dahya
Address: 92A Clyde Street, Island Bay
Agrees with proposal: No

Comments: Thank you for this opportunity in responding. Strongly disagree with the initiative to 'Relocation of Zebra Crossing, No Stopping restrictions, Bus Stop & P10 Parking relocation'. Key reasons: * As a residential owner of 145 Onepu Road Lot1DP430328, directly impacted by the relocation of zebra crossing. Planning to build a family home at this property this year, which would vastly improve the much needed current street outlook. This improvement would need to be reconsidered/ parked should this proposal go ahead, as there is very little appetite to live in residence that would be prone to traffic accidents ie injuries and fatality, as it has been in the past in the current residential location 1 house over. High risk of traffic accidents/fatality that this proposed zebra crossing would result in.

Recommendation : A better working option, would be to move the zebra crossing further down Onepu Rd to the commercial shops/area - review with NZTA traffic risk of reducing traffic accidents and fatalities, particularly in the new commercial identified location further down Onepu Road. Keen to see 'human safety factor' being considered as a key criteria in evaluation. Which hadn't been in the past, when current crossing location was deployed. Heavy lesson to be learnt from past resulting fatality of zebra crossing. The current location is only 1 house over from proposed location, this is a opportunity to get this right, for current and future community.

BUILT HERITAGE INCENTIVE FUND ROUND 2 (OF 3) 2015/16

Purpose

1. This is the second round of the increased Built Heritage Incentive Fund (BHIF) using the eligibility and assessment criteria adopted at the April 2015 Transport and Urban Development Committee (TUD) meeting.
2. This paper seeks Committee approval to allocate grants as recommended below.

Summary

3. Twelve applications were received this round seeking funding of \$5,057,116.39. The original information provided through the online applications has been made available to Councillors through the Hub dashboard.
4. A total of \$615,500.00 is available for allocation over the remaining two rounds of the 2015/16 financial year.
5. The recommendation is that a total of \$480,250.00 is allocated to 11 of the 12 applicants in this round.
6. A summary of each of the twelve applications is outlined in Attachment One. This includes the project description, outcomes for the heritage building and commentary relating to previously allocated grants.
7. Officers are satisfied that there are no conflicts of interest involved in any of the applications.
8. Attachment Two contains the current BHIF eligibility and assessment criteria.

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.

Background

9. 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.
10. During the 2012/22 Long Term Plan deliberations it was agreed that the BHIF will focus on "*remedying earthquake prone related features or securing conservation plans / initial reports from engineers.*" As such, funding has been prioritised accordingly with 15% of the allocation going toward conservation projects (e.g. repairs to joinery or glazing, protective works on archaeological sites, and maintenance reports) and 85% to seismic strengthening projects.
11. In accordance with the current eligibility and assessment criteria the following factors are considered in determining the support of BHIF applications:

- the risk of the heritage value diminishing if funding is not granted
 - confidence in the proposed quality of the work/professional advice
 - the project is visible and/or accessible to the public
 - the project will provide a benefit to the community.
12. Continuing on from above, consideration is then given to the following when recommending the amount of funding:
- the value of the funding request
 - the value of the funding request when considered against the total project cost
 - parity with similar projects in previous rounds
 - equitable distribution in the current round
 - the amount of funding available for allocation.
13. There are additional allocation guidelines for conservation and seismic applications as follows:
- For conservation, restoration, repair or maintenance works:
 - The heritage significance of the building³ and the degree to which this significance will be enhance or negatively impacted by the works
 - If the building is on the Heritage New Zealand list
 - For seismic strengthening projects:
 - The heritage significance of the building⁴ and how the works will benefit or negatively impact its heritage significance.
 - If the building is on the Heritage New Zealand list.
 - If the building is on the WCC Earthquake-prone building list
 - The expiry date of a s124 Notice under the Building Act 2004.
 - The building being in one of the following focus heritage areas: Cuba Street, Courtenay Place or Newtown shopping center heritage area.
 - Joint strengthening applications – a project that strengthens more than one attached building.
14. To ensure funds are used appropriately, conditions may be suggested in certain circumstances should funding be approved.

Discussion

15. It is recommended that:
- Eleven applicants are allocated \$480,250.00 from the 2015/16 BHIF. The eleven eligible applications recommended for funding have provided the necessary information and meet the criteria for the fund.
 - That the application for Khandallah Automatic Telephone Exchange be declined on the basis that it does not satisfy current eligibility criterion 3 i.e. the proposal does not constitute conservation work.

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

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

⁵ 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.

16. The officer panel (consisting of Heritage and Urban Design, Funding, District Plan, Best Practice and Building Resilience officers) have assessed the twelve applications received this round against the current priority and stated criteria of the BHIF (Attachment Two). Assessment summaries are included at Attachment One. 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	Hotel St George, 124 Willis Street - Seismic strengthening	\$3,608,474.98	\$3,608,474.98	\$1,375,697.38	\$50,000.00
2	Columbia Private Hotel, 32 Cuba Street – Exterior repair, plaster and painting	\$169,826.07	\$50,000.00	\$169,826.07	\$30,000.00
3	Inverleith Apartments, 306 Oriental Parade – Seismic strengthening	\$23,982.79	\$23,982.79	\$23,982.79	\$10,000.00
4	Manthel Motors Building, 186 Wakefield Street – Seismic strengthening and façade retention	\$28,898,680.00	\$398,680.00	\$188,620.00	\$50,000.00
5	260 Riddiford Street – Repair and reclad heritage building	\$40,877.92	\$23,877.92	\$40,877.92	\$20,000.00
6	Khandallah Automatic Telephone Exchange, 86 Khandallah Road – Paint and repair of utility rooms	\$4020.00	\$4020.00	\$0	Decline (not eligible work does not meet funding criteria 3)
7	287 Cuba Street, Seismic strengthening detailed design	\$26,570.00	\$26,570.00	\$26,570.00	\$10,000.00
8	127 Aro Street – Replacement of sash windows	\$11,263.10	\$5,250.00	\$11,263.00	\$5,250.00

9	St Mary of the Angels, 17 Boulcott Street – Seismic strengthening	\$9,325,000.00	\$523,000.00	\$9,325,000	\$200,000.00
10	216 Cuba Street – Seismic strengthening	\$373,847.00	\$248,847.00	\$284,228.00	\$60,000.00
11	136 Riddiford Street – Seismic strengthening	\$114,413.70	\$114,413.70	\$114,413.70	\$30,000.00
12	124 Vivian Street – Seismic strengthening detailed design	\$30,000.00	\$30,000.00	\$30,000.00	\$15,000.00

17. Proportionally a greater amount of funding is recommended for allocation in this round than was available to be evenly split over the remaining two rounds of the BHIF. This means that there will be \$135,250.00, with an additional \$30,000.00 - \$40,000.00 remaining from the Resource Consent Fee rebate scheme, available for allocation in the final round of the 2015/2016 BHIF which closes on February 10, 2016. Officers recommended this disproportionate allocation for the following reasons:

- A greater number of applications for physical seismic strengthening works were received in this round than in previous years. This may reflect the increased level of promotion that this round received.
- Anticipation of more numerous funding applications for the physical works stage of projects in the second round of the BHIF annually due to the timing of the round being immediately prior to the optimal construction period in summer.
- The receipt of applications for very large seismic strengthening projects, in particular St Mary of the Angels, whose project timeframe means that the applicant is only eligible to make one application to the BHIF.

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 2016/16 will proceed.

Attachments

Attachment 1. Attachment One Assessment Summaries
Attachment 2. Attachment Two BHIF Criteria

Page 260
Page 282

Author	Vanessa Tanner, Senior Heritage Advisor
Authoriser	Anthony Wilson, Chief Asset Officer

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

Appendix Two

Summary of Applications to the Built Heritage Incentive Fund 2015/16 Round 2 (of 3)

Project 1	Hotel St George – 124 Willis Street
Applicant	124 Willis Street – Lawrence Beckett
Project:	Seismic strengthening
Total project cost	\$3,608,474.98
Amount requested	\$3,608,474.98
Amount eligible for funding	\$1,375,697.38
Recommended Grant ex GST if applicable	\$50,000.00




Building Information

- District Plan Individually Listed Map 17, Symbol 354 (*Willis Street and Boulcott Street facades first floor and above*)
- The Hotel St George is one of Wellington's outstanding Art Deco buildings. It is notable for the way in which it 'turns-the-corner' from Boulcott to Willis Street, for its well proportioned facades and restrained scheme of Art Deco ornamentation.
- This building contributes to a sense of place and continuity in the central city. It is a building that has had a prominent history as a hotel and is a focus of community identity.
- This building has important townscape value as it is sited on a prominent corner in the city, is a landmark, and makes a strong positive contribution to the character of the city.
- Heritage New Zealand Listed category II

The Issue	The building is not on Council's Earthquake Prone Buildings List. It is considered to be at 45% of NBS, however the owner intends to bring the building up to 75% NBS by seismically strengthening it.
Review of Proposal	The project is supported from a heritage and building resilience perspective. It is noted that conservation architect input is included in the application. The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include: <ul style="list-style-type: none"> • \$50,000 seismic strengthening Quaker Meeting House, 7 Moncrief

	<p>St Mt Victoria, July 2015 round</p> <ul style="list-style-type: none"> • \$50,000 Seismic strengthening 108-111 Cuba Street March 2015 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building. • Acknowledge the additional costs associated with maintaining a heritage building.
Additional condition(s)	<p>BHIF</p> <p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • 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. • Supply of conservation architect report to WCC • Project conservation architect sign off on works.

Project 2	Columbia Private Apartments, 32 Cuba Street
Applicant	Body Corporate Manager - Tina Tache
Project:	Exterior Repair, Plaster and Painting
Total project cost	\$169,826.07
Amount requested	\$50,000.00
Amount eligible for funding	\$169,826.07
Recommended Grant ex GST if applicable	\$30,000.00
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2; padding-left: 20px;"> <p>Building Information</p> <ul style="list-style-type: none"> • District Plan Individually Listed Map 17, symbol 72/1. Cuba Street Heritage Area. • The Columbia Private Hotel is a particularly good representative example of a grand Edwardian hotel. It is notable for its strongly modelled and symmetrical street-façade. • The building derives historic value from the fact that it was built as, and remained, a private hotel for over 80 years. • The building also has historic value for its association with the Dwan Brothers, who were well-connected and successful Wellington businessmen. It was designed by prominent local architect J. M. Dawson. • The buildings ornate Edwardian Classical façade, distinctive for its strong modelling and symmetrical composition, makes a significant contribution to the lower Cuba Street townscape, and the Cuba Street Heritage Area. • Heritage NZ List Category II </div> </div>	
The Issue	The building's exterior requires repair and maintenance. The proposal for which funding is requested includes concrete and plaster repair, painting and waterproofing.
Review of Proposal	<p>Remediation of drummy and spalling concrete is considered priority work required before painting can be completed. Officers recommend that funding is specifically allocated to remediating this issue.</p> <p>The proposed work fits with the conservation component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> • \$20,000 repiling, roof repair, painting interior and exterior, plumbing and electrical works Holy Trinity Church Ohariu March 2015 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 the additional costs associated maintaining a heritage building;
Additional condition(s) BHIF	Release of funds is subject to: <ul style="list-style-type: none"> • 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. • Receipt of relevant plan illustrating spalling and drummy concrete • Confirmation from project contractor that drummy and spalling concrete has been remediated

Project 3	Inverleith Apartments, 306 Oriental Parade
Applicant	Inverleith Body Corporate - Warren Tocker
Project	Seismic strengthening
Total project cost	\$23,982.79
Amount requested	\$23,982.79
Amount eligible for funding	\$23,982.79
Recommended Grant ex GST if applicable	\$10,000.00




Building Information


- District Plan Individually Listed Building; Map 12, Symbol 245
- Inverleith is one of the earliest city high rise luxury apartment buildings in Wellington city, built in 1922. Designed in an Inter War Stripped Free Classical style, this building was revolutionary at the time in providing a form of city living not familiar in post World War I Wellington.
- This apartment block has had a quiet history and its historical importance is tied to its representative values, it demonstrates how attractive Oriental Bay was becoming as a place to live, and the changing styles of urban living in Wellington City. It is also associated with its architects, prominent firm Clere and Williams.
- This building is of technical interest as it is an early example of a high rise apartment block in Wellington and became the precedent for larger successors such as Wharenui, Craigsidem and Jerningham

The Issue	<p>The building is not considered to be earthquake prone. It is thought to be approximately 41% of NBS, however the body corporate wish to achieve 80% by seismically strengthening the building.</p> <p>This building received funding of \$7,500 for seismic assessment as a result of a successful BHIF application in the March 2014 round and \$5,000 for detailed design of a seismic strengthening proposal was granted in the November 2014 BHIF round. The proposed strengthening is the final phase of the applicant's project.</p>
Review of Proposal	<p>The project is supported from a heritage and building resilience perspective. 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"> • \$8000 seismic strengthening works St John's Anglican Church, 14 Bassett Road, Johnsonville, November 2014 round • \$17,000 seismic design and strengthening Wellington Rowing Club, Taranaki St Wharf, August 2014 round
BHIF Outcome	<p>The grant will:</p> <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)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • 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. • WCC Heritage Team's onsite approval of works.


Project 4	Manthel Motors Building, 186 Wakefield Street
Applicant	Eastwards No2 Trust – Donald Stott
Project	Seismic strengthening and façade retention
Total project cost	\$28,898,680.00
Amount requested	\$398,680.00
Amount eligible for	\$188,620.00
Recommended Grant (ex GST if applicable)	\$50,000.00
	<p>Building Information</p> <ul style="list-style-type: none"> • District Plan Individually Listed Map 16, symbol 377 • The former Manthel Motors Building is a good representative example of an early-20th century stripped Classical ‘warehouse’ style building. It is notable as a rare surviving example of a pre-WWII building that was purpose-built for the display of motor cars. • This building is associated with a number of important people and organisations/businesses, and is best known as Manthel Motors – a General Motors’ dealership owned by prominent local businessman, Noel Manthel. It was purpose-built for Hatrick and Co., for the display of motor cars and maintained this role for 76 years. It is an important physical reminder of the early days of New Zealand’s vehicle industry. • The Manthel Motors’ Building is situated on a prominent corner of two major arterial routes – Wakefield and Taranaki streets. It is a highly visible building and is a landmark in an area that suited more for cars than pedestrians.
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	Part of this proposal (\$84,720.00) is directly related to seismic strengthening the heritage façade of the Manthel Motors building. A second component of the proposal relates to conservation of the façade and the investigation of a leak. Seismic strengthening and retention of the façade is considered by Officers a priority for funding in this round of the BHIF. It was unclear from the application whether their project timeframes would permit an application to a subsequent round of the BHIF but it may be that this applicant could apply for a contribution to the conservation component of the façade project in a subsequent round. This information may be conveyed to the applicant following Committee’s decision on this round of funding.

	<p>The proposed work fits with the current priority of the BHIF and is consistent with another example of work required to strengthen a facade:</p> <ul style="list-style-type: none"> • \$100,000 seismic strengthening heritage façade of the NZMA building, 26 The Terrace, July 2015 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building; • Contribute to removing this building from the Earthquake Prone Building List.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Structural engineer sign off that works relating to the retention of the facade have been completed.


Project 5	260 Riddiford Street
Applicant	Leonie Brunt
Project	Repair and reclad heritage building
Total project cost	\$40,877.92
Amount requested	\$23,877.92
Amount eligible for	\$40,877.92
Recommended Grant (ex GST if applicable)	\$20,000.00
	<p>Building Information</p> <ul style="list-style-type: none"> • District Plan Individually Listed Map 6, Symbol 404 is one of a group of seven listed buildings • The buildings 250 – 262 Riddiford are good representative examples of Edwardian timber mixed-use commercial buildings, but their architectural/aesthetic value has been somewhat diminished by the removal of the original shop-fronts. • The buildings are associated with the development of twentieth century Newtown and its commercial development into a central shopping and commercial district. • The terrace is made up of a distinct group of seven individual buildings that were built for Hamilton and Gilmer in 1901.
The Issue	The project involves repairs and maintenance to weatherboard cladding and addressing the leaking north wall of the building.
Review of Proposal	<p>The planned work is essential to upkeep this heritage building in a weathertight condition and is supported from a heritage perspective. The proposed work fits with the conservation component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> • \$20,000 Repiling, roof repair, painting interior and exterior, plumbing and electrical works Holy Trinity Church Ohariu March 2015 round. • \$24,000 roof repair and conservation plan, Karitane Products Society Factory, Mar 2011 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building; • Acknowledge the additional costs associated with maintaining heritage buildings.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the

	<p>works.</p> <ul style="list-style-type: none">• WCC Heritage Team's onsite approval of works.
--	---


Project 6	86 Khandallah Road, Ngaio – The former Khandallah Automatic Telephone Exchange (KATE)
Applicant	Onslow Historical Society
Project	Paint and repair of interior utility rooms
Total project cost	\$4020.00
Amount requested	\$4020.00
Amount eligible for funding	\$0
Recommended Grant ex GST if applicable	Decline
	<p>Building Information</p> <ul style="list-style-type: none"> • District Plan Individually Listed Building; Map 21, Symbol 177 • The former Khandallah Automatic Telephone Exchange (KATE) is a good representative example of a functional, utilitarian public building with a well designed decorative façade. It was designed by the offices of the Government Architect, John Campbell. • The building is the second oldest surviving automatic telephone exchange in New Zealand, and is the only remaining automatic exchange in substantially original condition. Given the importance of the telephone in the development of communications from the 1880s to the present day, this building has high historic value. • The building is held in high public esteem by the local community and this can be seen by the efforts of the Onslow Historical Society to obtain and maintain the building after it was scheduled for demolition. • Heritage New Zealand Listed Category I
The Issue	Several utility rooms within KATE are in need of minor repairs and repainting.
Review of Proposal	The proposal relates to several redecoration projects for interior utility rooms in the building. The projects do not however have any direct conservation outcomes so are considered ineligible for funding through BHIF as it does not meet funding Criteria 3.
BHIF Outcome	Ineligible

Project 7	287 Cuba Street
Applicant	Soka Gakkai International of New Zealand
Project	Seismic strengthening detailed design and conservation plan
Total project cost	\$26,570.00
Amount requested	\$26,570.00
Amount eligible for	\$26,570.00
Recommended Grant (ex GST if applicable)	\$10,000.00
<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"> • Contributing to the Cuba Street Heritage Area; Map 16/17, Symbol 27 • Cuba Street is an area of great historic and social importance to Wellington. • The aesthetic significance of the street is apparent in the variety of its buildings, which include examples of all major styles since the 1870s. In particular, the period of unprecedented prosperity at the beginning of the 20th century is well represented by a rich collection of Edwardian buildings. • Of particular townscape interest is the gradual transition from larger buildings at the northern end to smaller buildings at the south. Many shop / dwellings, once a common feature throughout Te Aro and other parts of Wellington, have survived in upper Cuba Street, as have some residences. • 287 Cuba Street consists of a large two-storey Victorian house with a pair of late-Edwardian single-storey shops appended to the Cuba Street frontage • The shop-fronts are archetypal examples of their time, with tiled spandrel panels and slender timber joinery supporting large plate-glass display windows </div> </div>	
The Issue	The building is not on Council's Earthquake Prone Buildings List. However a detailed structural assessment undertaken for its former owner, the NZTA, found the building's three component buildings to be rated at 34%, 18% and 17% of NBS. The new owner intends to seismically strengthen the buildings to 100% NBS.
Review of Proposal	According to the application the overall plan for this site together with 285 Cuba St is to build a new building on the carpark that is currently at 285 Cuba St and delicately connect it with 287 Cuba St. The two buildings will form a new Buddhist Community Centre.


	<p>The plan is to protect and enhance the heritage values of 287 Cuba and improve its contribution to the wider streetscape in the Cuba St heritage area.</p> <p>The immediate concerns are seismic strengthening, which the former owner's seismic report describes as urgent and a conservation plan for 287 Cuba to inform the planning of the overall project. These objectives are supported from a heritage perspective.</p> <p>The proposed work fits with the seismic strengthening component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> • \$10,000 Detailed seismic assessment 99 Willis Street March 2015 round • \$15,000 Detailed seismic assessment and design 40, Ferry Street, Seatoun July 2015 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage value of a building that contributes to the Cuba Street Heritage Area; • Acknowledge the additional costs associated with maintaining heritage buildings.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Copies of seismic design and conservation plan to be supplied to WCC

Project 8	127 Aro Street
Applicant	Sonja Easterbrook-Smith
Project	Replacement of sash windows
Total project cost	\$11,263.10
Amount requested	\$5,250.00
Amount eligible for	\$11,263,10
Recommended Grant (ex GST if applicable)	\$5,250.00
	<p>Building Information</p> <ul style="list-style-type: none"> • District Plan Individually Listed' Map 11, Symbol 14/2 • The dwelling at 127 is an important representative example of the modest workers cottages that typify pre-1900 European settlement in the Wellington region. • Along with its neighbour at 125, they contribute significantly to the wider historic townscape of workers cottages and larger villas that make up Wellington's Aro Street contributing visual interest as an almost matching pair. • These houses contribute to the sense of place and continuity on Aro Street due to the retention of their original features and their long standing place on the street. • Heritage New Zealand Listed Category II
The Issue	The project involves replacement of sash windows with double glazed versions.
Review of Proposal	<p>The replacement sash windows is considered an appropriate response to maintain the heritage values of the building while improving the insulation qualities of the dwelling.</p> <p>The proposed work fits with the conservation component of the BHIF, previous grants for similar works include:</p> <ul style="list-style-type: none"> • \$5000 Repair and maintenance of Chesney Wold House, 372 Karori Road April 2014 round. • \$5,000 repainting Rita Angus Cottage 194A Sydney Street West November 2013 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge the additional costs associated with maintaining heritage buildings.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • A BHIF sign to be supplied by WCC is affixed prominently to

	<p>the front of the building or site throughout the duration of the works.</p> <ul style="list-style-type: none">• WCC Heritage Team's onsite approval of works.
--	--

Project 9	St Mary of the Angels – 17 Boulcott Street
Applicant	St Mary of the Angels - Roman Catholic Archdiocese of Wellington
Project	Seismic strengthening
Total project cost	\$9,325,000.00
Amount requested	\$523,000.00
Amount eligible for	\$9,325,000.00
Recommended Grant (ex GST if applicable)	\$200,000.00
<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"> • District Plan Individually Listed Map 17 Symbol 35 • St Mary of the Angels is a fine example of a late Gothic Revival-style church. The building is notable for its fine proportions, for its exterior form and detail, and for the elegance of its Gothic interior. • The site of St Mary of the Angels has considerable historical significance, as it was the place where Wellington's first Catholic Church was built in 1843. St Mary's is the third church to be built on the site. The site and the church are associated with people and events of local historical significance, notably Fr Jeremiah O'Reilly who was the first Catholic priest in Wellington, and the Society of Marist priests. • The building is an enduring landmark on Boulcott and Willis Streets and makes a strong contribution to the sense of place and continuity of its site and the streetscape. • St Mary of the Angels has spiritual significance for a large number of people, from the Catholic community and beyond, and it continues in active and full use today. • Heritage New Zealand Category I </div> </div>	
The Issue	<p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>St Mary of the Angel's received an allocation of \$30,000.00 for detailed seismic design in March 2013 round of the BHIF.</p>
Review of Proposal	<p>St Mary of the Angels has been assessed as being between 15 and 20% NBS. Specifically the applicant seeks a contribution to the seismic strengthening of the columns/portals which will bring these elements to 100% of NBS. The total cost of this component of the project is \$710,000.00. Seismic strengthening is being completed under the guidance of a conservation architect.</p> <p>Due to the project timeframes presented as part of the application,</p>

	<p>this will be the only application made by St Mary of the Angels to the BHIF and therefore the only opportunity for Council to financially support its seismic strengthening through this fund.</p> <p>The recommended grant is higher than any such grant recommended for seismic strengthening through the BHIF to date. The closest in monetary value granted is:</p> <ul style="list-style-type: none"> • \$100,000 seismic strengthening and façade retention, NZMA Building, 26 The Terrace, July 2015 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building • Contribute to removing this building from the List of Earthquake Prone Buildings
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • 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. • Structural engineer sign off that works relating to the strengthening of the portals have been completed.

Project 10	216 Cuba Street
Applicant	The Red Raspberry Company Ltd – Sarah Harrow
Project	Seismic Strengthening and conservation
Total project cost	\$373,847.00
Amount requested	\$248,847.00
Amount eligible for	\$284,228.00
Recommended Grant (ex GST if applicable)	\$60,000.00
<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"> • District Plan Individually Listed Map 16, Symbol 90. Contributing to the Cuba Street Heritage Area • Designed by Young and Fearn and built in 1921, this two-storey Stripped Classical masonry building is representative of the architecture and history found in Cuba Street • Despite some unsympathetic changes over the years the building remains largely unchanged, it is an important part of the local streetscape, it makes an important contribution to the character of the area, and it has relatively high heritage value. • Heritage New Zealand Listed Category II </div> </div>	
The Issue	<p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>This building received funding of \$6,956.52 for seismic assessment as a result of a successful BHIF application in the October 2013 round and a further \$20,000 was allocated for seismic strengthening in the August 2014 round. This subsequent allocation had to be declined by the applicant as the proposed strengthening methodology changed significantly and also lead to an increase in costs.</p>
Review of Proposal	<p>The building is currently considered to be 10% of NBS, this seismic strengthening project will increase the building's % NBS to 70%. As part of the proposal and as a result of the strengthening requiring a change to the shop front the application proposes to recreate and repair and restore the original shop front. The proposed project has the involvement of a conservation architect and is supported from a heritage perspective. Officers consider that the seismic strengthening of the building should be prioritised for funding in this round. It may be that the applicant could apply for a contribution to the conservation component of the project in a subsequent round.</p>

	<p>This information may be conveyed to the applicant following Committee's decision on this round of funding.</p> <p>Seismic strengthening of buildings on the Earthquake Prone List that are situated within the Cuba Street Heritage Area is a BHIF priority and the project 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 seismic strengthening Quaker Meeting House, 7 Moncrief St Mt Victoria, July 2015 round • \$50,000 seismic strengthening 108-111 Cuba Street March 2015 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building; • Acknowledge the additional costs associated with maintaining heritage buildings • Contribute to having this building removed from the Earthquake Prone Building List.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • 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 engineer sign off on completion of strengthening works

Project 11	136 Riddiford Street
Applicant	Wei Min & Siu Lan Young
Project	Seismic Strengthening and conservation
Total project cost	\$114,413.70
Amount requested	\$114,413.70
Amount eligible for	\$114,413.70
Recommended Grant (ex GST if applicable)	\$30,000.00




Building Information

- District Plan Listed Newtown Shopping Centre Heritage Area
- 136 is one of the smaller buildings in the heritage area; one storey high with a narrow frontage, considered to be constructed in the early 1900s.
- Although the building has been modified, it has been lightly touched so still clearly retains both its original form and a great deal of original fabric, the building is located in one of the city's most important heritage areas; it has a long history of commercial use; it contains a great deal of original building fabric, according to the project's conservation architect, Russell Murry (2015) it can reasonably be considered to be of relatively high heritage value overall.

The Issue	<p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>The applicant has taken Officers recommended staged approach to the seismic strengthening project and has been the recipient of \$4960.00 for seismic assessment through an allocation in the November 2014 round and subsequently a grant of \$7,750 for detailed seismic strengthening design in the March 2015 round of the BHIF. This proposed strengthening is the final phase of the applicant's project.</p>
Review of Proposal	<p>The proposal involves seismically strengthening and conserving a building that contributes to the Newtown Shopping Centre Heritage Area, one of the areas prioritised by the BHIF for funding seismic strengthening project. The application is supported from a heritage and building resilience perspective.</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"> • Seismic strengthening works to the Former Sydney Street Substation, 19 Kate Sheppard Place; \$30,000; March 2014

	<ul style="list-style-type: none"> \$35,000 seismic strengthening Wellington Chinese Masonic Society Building 23 Frederick Street August 2014 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> Acknowledge and protect the values of this building's contribution to the Newtown Shopping Centre Heritage Area Acknowledge the additional costs associated with maintaining heritage buildings Contribute to removing this building from the Earthquake Prone Building List.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> 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. Conservation architect sign off on completion of the strengthening and conservation works

Project 11	124 Vivian Street
Applicant	Wellington Trades Hall Incorporated
Project	Seismic strengthening detailed design
Total project cost	\$30,000.00
Amount requested	\$30,000.00
Amount eligible for	\$30,000.00
Recommended Grant (ex GST if applicable)	\$15,000.00
 <p>Building Information</p> <ul style="list-style-type: none"> • District Plan Individually Listed Map 16, Symbol 321 • The Wellington Trades Hall building has architectural value as a good example of mid 1920s neo-Classicism. • The building is historically significant for its direct association with the union movement and efforts to improve the welfare of workers. It has specific connections to events such as the 1951 Waterfront Dispute and it was the site of the 1984 Trades Hall bombing, which killed the building's caretaker. The building also has historical connections to the New Zealand Labour Party. • The building remains the symbolic and sentimental home of Wellington unions, some of which still use the building. 	
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	The proposed work fits with the current priority of the BHIF and previous grants for similar works include: <ul style="list-style-type: none"> • \$15,000 towards seismic assessment 40, Ferry Street, Seatoun July 2015 round. • \$15,000 towards seismic assessment and design 251-255 Cuba Street March 2015 round
BHIF Outcome	The grant will: <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building • Acknowledge the additional costs associated with maintaining a heritage building.
Additional BHIF condition(s)	Release of funds is subject to: <ul style="list-style-type: none"> • Copies of seismic design and updated conservation plan being supplied to WCC

Built Heritage Incentive Fund

Eligibility Criteria

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

The eligibility criteria are:

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

-
7. The application includes evidence that the owner of the property can meet the full project costs. Typically this evidence will be in the form of financial documents such as audited accounts or bank statements.

 8. The application does not relate to a building, object, or part of a building or object that has an unclaimed or not yet finalised funding agreement under the Built Heritage Incentive Fund.

Assessment Guideline

How we assess applications

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

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

Here is how the conservation architect requirement works:

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

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 building⁶ and the degree to which this significance will be enhanced or negatively impacted by the works
- If the building is on the [Heritage New Zealand list](#)

Seismic strengthening applications

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

- The heritage significance of the building⁷ and how the works will benefit or negatively impact its heritage significance.
- If the building is on the [Heritage New Zealand list](#).
- If the building is on the [WCC Earthquake-prone building list](#).
- The expiry date of a s124 Notice under the Building Act 2004.
- The building being in one of the following focus heritage areas⁸: Cuba Street, Courtenay Place or Newtown shopping centre heritage area.

⁶ The Council has assessed all heritage buildings and a heritage inventory report is available from the Heritage Team.

⁷ 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 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.

⁸ 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.

SAFE AND SUSTAINABLE TRANSPORT FORUM UPDATE

Purpose

1. To provide an update on the operation of the Safe and Sustainable Transport Forum (SASTF) during the 2015 calendar year and an indication of planned SASTF activities over the coming year and to request changes to the SASTF Terms of Reference.

Summary

2. There have been three SASTF meetings this calendar year; in March, June and September. There is one remaining meeting this year, on the 10th December. While the meetings have been well attended this year (with a range of attendees allowing for a good range of discussion across a number of different topics) the membership list of the SASTF Terms of Reference is no longer representative of those who attend the meetings. Several organisations named in the Terms of Reference no longer exist.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note that while the core Safe and Sustainable Transport Forum membership continues largely unchanged in 2015.
3. Agree to the removal of the identified organisations from the membership.

Background

3. The SASTF, established in 2001 as the Road Safety Reference Group and then the Safe and Sustainable Transport Reference Group before being renamed the Safe and Sustainable Transport Forum, provides the Council with advice and feedback on safe and sustainable transport issues. The purpose of the SASTF (as stated in the 2008 Terms of Reference, attached as Appendix 2) is to be a “primary forum for providing advice, a sounding board and peer review on road safety and sustainable transport issues to the Council”. However “The SASTF is a forum and it will not be considered to be the sole mechanism for representing the community’s views on road safety and sustainable transport issues.”
4. The function of this group was most recently reviewed in 2014 by Mark Jones, Senior Policy Advisor. He reported to the Governance Finance and Planning Committee on the 24th of June.

Discussion

Meeting content and frequency in 2015

5. The SASTF have met three times so far in 2015, with another meeting scheduled for December 2015.
6. All the meetings have been well attended, with between eight and 12 attendees.

7. Attendees occasionally include their own agenda items; these are often topical to items that are in the media at the time, or which have involved some discussion. A list of attendees and agenda items (Appendix 1) is attached.
8. Meeting attendees:
 - Aged Concern has been invited to attend or indicate their interest in being an attendee with no response.
 - Driver Training Organisation have been invited to attend or indicate their interest in being an attendee with no response.
 - ALAC (Alcohol Liquor Advisory Council) no longer exists and is now part of the Health Promotion Agency – they have requested that they no longer receive invitations.

Conclusion

9. This report provides a summary of the activities of the SASTF in 2015. It is expected that the group will remain largely unchanged for the remainder of 2015. However it is recommended that Aged Concern, Driver Training Organisation and ALAC be removed from the list of invitees.

Attachments

- Attachment 1. SASTF Attendee's and Agenda Items Page 290
Attachment 2. SASTF Terms of Reference - Reviewed 19 November 2015 Page 292

Authors	Paul Barker, Safe and Sustainable Transport Manager Darren Reddiex, Sustainable Trans Proj Co-ord
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

No general consultation has been undertaken for this report.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications for this report.

Financial implications

The SASTF is managed within existing budgets.

Policy and legislative implications

The activities of the Safe and Sustainable Transport Forum are consistent with existing policy and support ongoing transport policy development.

Risks / legal

There are no legal implications for this report.

Climate Change impact and considerations

n/a

Communications Plan

n/a

Attendees and Agenda Items

Attendees

Name	Organisation	March Meeting	June Meeting	September Meeting
Cllr Foster	Wellington City Council	Present	Absent	Absent
	New Zealand Transport Agency	Absent	Absent	Absent
Jo Vilipaama	Accident Compensation Corporation	Present	Absent	Present
Paula Booth/Michael Bealing	Accessibility Advisory Group	Present	Absent	Present
Timothy Rutherford	Youth Council	Absent	Absent	Absent
Mike Mellor/Ellen Blake	Living Streets Aotearoa	Present	Present	Present
Byron Cummins	Bikers Rights of New Zealand	Present	Present	Present
Siddhartha Mehta	Regional Public Health	Present	Present	Present
Simon Kennett/Susan Hutchinson-Daniel	Greater Wellington Regional Council	Present	Present	Present
Senior Sergeant Richard Hocken/Constable Aaron Dann	New Zealand Police	Present	Absent	Present
Alex Gray	Automobile Association	Present	Absent	Present
James Burgess/David Laing	Cycle Aware Wellington	Present	Present	Present

Agenda items March 2015

- Victoria Street Project update (Anna Harley - WCC)
- Membership and Terms of Reference (Anna Blomquist and the Rational Transport Society)
- Parking wardens and vehicles on footpaths (Living Streets)
- Policy framework (Cllr Foster)
- Agency updates (All)
- Safe and Sustainable transport education updates on current main projects (Anna Blomquist)

Agenda items June 2015

- Agency updates (All)
- Safe and Sustainable transport education updates on current main projects (Anna Blomquist)

Agenda items September 2015

- Numbers of vehicle stops/tickets for cell phone use, encroaching into advance stop boxes, and breaking 30km/h limits (CAW)
- Agency updates (All)
- Safe and Sustainable transport education updates on current main projects (Anna Blomquist)

SAFE AND SUSTAINABLE TRANSPORT FORUM

Terms of Reference – Reviewed 19 November 2015

Purpose

The Safe and Sustainable Transport Reference Group (SASTRG) is the primary forum for providing advice, a sounding board and peer review on road safety and sustainable transport issues (walking, cycling and traffic demand management) to the Council.

The SASTRG is an advisory group, however it, will not be considered to be the sole mechanism for representing the community's views on road safety and sustainable transport issues.

Advisory Role

The role of the Safe and Sustainable Transport Forum is to:

- advise on the development and implementation of relevant road safety and sustainable transport projects, programmes and policies
- advise on community concerns and expectations associated with road safety and sustainable transport in Wellington City.
- assist the Road Safety and Travel Plan co-ordinators in their role help develop projects that are included in the Council's Long Term Plan and Annual Plan.

The group will not have an independent budget to commission work or undertake activities outside of this advisory role.

Membership

Chairperson: Councillor Andy Foster

The group will be chaired by the Councillor appointed to the group. If the Councillor is going to be absent, members will nominate a Chair for the meeting.

Representatives from 16 organisations and agencies interested in road safety and/or sustainable transport are invited to participate in Safe and Sustainable Transport Forum meetings including:

- Greater Wellington Regional Council
- Living Streets Wellington
- Cycle Aware Wellington
- New Zealand Transport Agency
- Police
- Automobile Association
- Accident Compensation Corporation
- Injury Prevention Consultants of New Zealand
- Sustainability Trust
- Alcohol and Liquor Advisory Council
- Regional Public Health
- Aged Concern
- Fire Service
- Bikers' Rights Organisation of New Zealand (BRONZ)

- Driver Training organisation
- Plunket

Other organisations can be asked to participate in Safe and Sustainable Transport Forum meetings.

Representatives of the respective organisations and agencies will generally attend meetings as part of their paid role. The Council will provide payment to a maximum of five volunteer groups and not-for-profit groups where their representatives are not paid for their contribution to Safe and Sustainable Transport Forum.

Representatives of the Youth Council, Pacific Advisory Group and Accessibility Advisory Group can also be invited to attend meetings where their members' experience and expertise is required.

Selection of additional members

Groups, organisations and agencies not mentioned above may be included as members of the group (either at the request of the Safe and Sustainable Transport Forum, Council or an organisation).

To be eligible, an organisation/group must:

- have a base in Wellington City
- have a city wide focus
- a degree of involvement (or knowledge of) road safety and/or sustainable
- transport knowledge and practical initiatives
- a demonstrated enthusiasm for road safety and sustainable transport issues
- links into the community and willingness to utilise those links.

Additional members will be selected by Council officers in association with the group's membership.

The group will have at least one appointed Councillor representative, although invitations may be extended to other councillors to participate.

Members' responsibilities

- Work collaboratively with other members of the group to fulfill the Safe and Sustainable Transport Forum's role and responsibilities
- Represent their organisation or agency's perspective to the group
- Share information from their different networks and feed information back to those groups
- Be prepared to participate in project meetings/brainstorming sessions in addition to meetings of the full advisory group
- Raise issues relevant to the group's terms of reference.

Reporting

Safe and Sustainable Transport Forum will report to the Council's Transport and Urban Development Committee in the last quarter of each year. The report will outline work undertaken, attendance and number of meetings held, the group's achievements and any issues or initiatives it wishes the Council to consider further.

The agenda and minutes of the group's meetings will be available on the Council's website.

Frequency of Meetings

Safe and Sustainable Transport Forum will meet on an as required basis up to a maximum of six times a year.

Specific issues may be raised and dealt with electronically (i.e. via email or webbased discussion fora) in between meetings of the full group. Individual members may also be requested to attend additional meetings if they choose to participate in specific projects or brainstorming sessions.

Quorum

At least five of the organisations listed under Membership must be present for the group to have a quorum.

Operation

The maintenance and servicing of the group will primarily be the responsibility of the appropriate Council directorate. The group will be supported by an officer who will be responsible for compiling agendas, writing minutes, and providing other administrative and advisory support to the group.

Payment

Generally Safe and Sustainable Transport Forum members will not receive payment as they attend advisory group meetings in a paid capacity as the representatives of their respective agencies.

The Council will provide payment to a maximum of five volunteer groups and not-for-profit organisations where their representatives are not paid for their contribution to Safe and Sustainable Transport Forum. Payment of up to \$440 per group per annum will be made to the group at the end of each financial year. Payment will be appropriately apportioned if the group cannot attend the majority of meetings.

The Council will provide the following support to all members:

- make car parks available in the basement of the Council's buildings upon request
- provide refreshments at the meeting
- other appropriate support as required.

Review

The Terms of Reference will be reviewed as required. All changes to the Terms of Reference will be subject to the approval of the appropriate Council committee and Council.

2016/17 LETTER OF EXPECTATION TO WELLINGTON CABLE CAR LTD

Purpose

1. To seek the Committee's consideration and input into the key messages for the 2016/17 Letter of Expectation to Wellington Cable Car Limited (WCCL).

Summary

2. This report outlines the key messages and general issues that all Council Controlled Organisations will be asked to discuss as part of their 2016/17 Statement of Intent.
3. Officers will incorporate any feedback from the Committee into the Letter of Expectation which will be signed by the Chair of the Transport and Urban Development Committee before 13 December 2015.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Confirm the general messages as outlined in this report to be included in the Letter of Expectation to Wellington Cable Car Limited for its 2016/17 Statement of Intent.
3. Note that officers will prepare the Letter of Expectation incorporating the directions of the Committee for signing by the Chair of the Committee.
4. Note that the Committee can expect to receive a draft 2016/17 Statement of Intent, along with officers' analysis, for its consideration at its March/April 2016 meeting.

Background

4. Council Controlled Organisations are required by the Local Government Act 2002 to prepare a draft Statement of Intent (SOI) for the Council by 1 March of the preceding financial year. To provide an owner's perspective and input into this strategic document, the Council sets out its expectations in a Letter of Expectation. This process provides both the Council and WCCL with an opportunity to fine-tune respective expectations ahead of the company's 2016/17 Statement of Intent for Council's approval.
5. The draft timetable for approval of 2016/17 Statement of Intent is outlined in the table below:

Item	Date	Comment
Committee input into 2016/17 Letter of Expectation (LoE).	19 November 2015	Officers receive any Committee feedback and incorporate it into final letters.
LoE sent to WCCL board Chair and copied to Chief Executive.	By 13 December 2015	Letter of Expectation to be signed by Committee Chair.

Item	Date	Comment
Draft SOI received by officers	1 March 2016	Note: this is the statutory deadline.
Draft SOI presented to this Committee	14 April 2016	Officers analyse SOIs and provide advice to the Committee.
Committee feedback on draft SOI provided to WCCL	Before 25 April 2016	Letters to be signed by Chair of the Committee.
Final SOIs received by officers	6 May 2016	
Final SOI provided to Committee for approval.	16 June 2016	

Discussion

6. The 2016/17 Letters of Expectation will be split into three parts:
- An introductory section stressing the importance of the SOIs, the need for quality and noting any general issues largely affecting all the CCOs.
 - A short, focused section outlining the key issues for WCCL from an ownership perspective.
 - A more detailed appendix outlining what needs to be covered by the particular CCOs in their draft SOIs.

General Issues

7. Through the Letter of Expectation, WCCL will be asked to discuss the following general issues:
- Its alignment with the Council's relevant strategic priorities and policies as signalled in year two of the 2015-25 Ten Year Plan, through the Economic Growth Agenda and the Urban Growth Plan.
 - The Council would like the Company to consider all opportunities to engage with Wellington Regional Economic Development Agency Ltd to support mutual performance objectives and outcomes.
 - The Council expects the Company to maintain a high degree of awareness of current and future legislation that is applicable to the activities of the Company, with a specific emphasis on relevant Health and Safety legislation as amended from time to time.
 - The Company's annual report and audited financial statements for the year ended 2016/17 should include, by way of comparison, the budget from the Statement of Intent for the same period. Please note, this expectation extends to the current financial year ended 2015/16 such that the annual report and audited financial statements to 30 June 2016 should include, by way of comparison, the budget from the Company's current (2015/16) Statement of Intent.

Specific Issues

- The company is expected to provide details of its future capital expenditure requirements including funding considerations.

-
- To the extent practical, the company should discuss its plans for decommissioning the overhead trolley bus network.

Attachments

Nil

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

SUPPORTING INFORMATION

Consultation and Engagement

Not applicable.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The CCOs work within the confines of the Council's overall Long Term Plan and Annual Plan framework.

Policy and legislative implications

Not relevant.

Risks / legal

Not relevant.

Climate Change impact and considerations

The CCOs work with the Council and other organisations as part of considering environmental sustainability in their operations, including with the Council's Our Living City programme.

Communications Plan

Officers will incorporate feedback from the Committee into the formal Letters of Expectation that will be sent to the chair of the relevant CCO.

QUARTER ONE REPORT FOR WELLINGTON CABLE CAR LTD FOR THE PERIOD ENDING 30 SEPTEMBER 2015

Purpose

1. This report provides the Committee with the first quarter report of Wellington Cable Car Limited (the company) for the period ended 30 September 2015.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.

Background

1. It is a requirement of the Local Government Act 2002 (the Act) that where the Council is a shareholder in a council organisation it must regularly undertake performance monitoring of that organisation to evaluate its contribution to the achievement of:
 - The Council's objectives for the organisation
 - The desired results, as set out in the organisation's Statement of Intent
 - The Council's overall aims and outcomes.
2. In December 2014 Council's Governance Finance and Planning Committee resolved to bring the management of the operations of Wellington Cable Car Limited within Council.
3. The company still exists and requires a board of directors for administration and compliance purposes and it was agreed that the Chief Executive be delegated authority to appoint officers to the board of Wellington Cable Car Limited. Council officers Andy Matthews and Anthony Wilson were appointed directors of the company effective 1 April 2014 and continue in the role as directors of the company.

Discussion

4. The quarter one report has been received and is attached as an appendix to this report.
5. Representatives of the company will attend the Committee meeting to present the company's first quarter report and answer any questions.
6. If the Committee needs to clarify the information presented or requires additional information it can ask officers or the Chair of the Committee to seek responses from the company.

Attachments

- | | | |
|---------------|--|----------|
| Attachment 1. | Wellington Cable Car Ltd Quarter One Report to 30 September 2015 | Page 301 |
| Attachment 2. | Wellington Cable Car Ltd Q1 Financial Statements | Page 305 |

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

SUPPORTING INFORMATION

Consultation and Engagement

The organisations in this report consult with the Council on a wide range of matters as part of our “no surprises” relationship.

Treaty of Waitangi considerations

This report raises no new treaty considerations.

Financial implications

The CCOs work within the context of the Council's overall Long Term Plan and Annual Plan framework.

Policy and legislative implications

This report complies with the legislative requirements of the Local Government Act (2002) and is consistent with existing Council policy.

Risks / legal

Not Applicable.

Climate Change impact and considerations

The CCOs work with the Council and other organisations in considering the environmental sustainability of their operations, including with the Council's Our Living City programme.

Communications Plan

Not Applicable.



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

29 October 2015

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

Dear Committee,

**WCCL QUARTERLY REPORT (FIRST QUARTER OF 2015/16, TO 30 SEPTEMBER 2015)
TO THE WCC TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

1. Executive Summary

Just three months into the current financial year, the Company is performing solidly from a financial perspective. The attached financial results cover the first quarter ended 30 September 2015, and show an after tax net surplus for the period of \$24k compared to a budgeted loss of \$115k; primarily due to the Company budgeting for softer income in the winter months and careful expense management.

It is believed that the forecast for the Cable Car and External Activities divisions remain appropriate, however the Company has re-forecast the Overhead Division position after discussions with GWRC and also completion of the first version of the 2016/17 budget which was tabled with GWRC in late September.

Due to adoption of the new financial reporting framework, full audit clearance and the audit opinion for 2014/15 was received on 02 October 2015 and a copy of the Annual Report was provided to WCC for inclusion at the Transport and Urban Development Committee meeting on 08 October 2015. Looking forward to the June 2016 year end, the valuation of the Overhead Assets will again be of importance, but it is hoped that discussions will be well advanced with any potential purchaser of the poles by that time which will provide more certainty in respect of the overhead electrical network carrying value.

From a project perspective, the Company has completed further work on the electric drive replacement project, both from a contractual but also funding perspective, as well as progressing the Cable Car asset management plan, development of the new branding/logo and a re-developed website.

From a cash flow perspective, the Company continues to be in a solid position with cash reserves of \$1,735k (excluding the self-insurance fund of \$289k) with a negative impact of \$434k in future periods from debtors/prepayments less payables and accruals. It is expected that this negative impact will reverse significantly over the coming period as a number of accruals for the Trolley Bus division are released.



Fax+64 (04) 473 2710
Email: info@wellingtoncablecar.co.nz
Web: www.wellingtoncablecar.co.nz

2. SOI / Business Plan Targets

Financial Performance by Division – Quarter 1, 2015/16 (Excluding Tax)					
	Overhead Division	Cable Car	External Activities	Corporate	WCCL Total
Budget	(57,000)	(7,000)	54,000	(105,000)	(115,000)
Actual	(56,000)	64,000	94,000	(69,000)	33,000
Variance	1,000	71,000	40,000	36,000	148,000

Financial Performance by Division – Year to Date 2015/16 (Excluding Tax)					
	Overhead Division	Cable Car	External Activities	Corporate	WCCL Total
Budget	(57,000)	(7,000)	54,000	(105,000)	(115,000)
Actual	(56,000)	64,000	94,000	(69,000)	33,000
Variance	1,000	71,000	40,000	36,000	148,000

Cable Car Patronage Targets – 2015/16 Year					
	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Full Year
SOI Target	186,854	268,971	365,566	189,514	1,010,905
Actual	206,998				
Variance	20,144				

Cable Car Reliability Statistics – 2015/16 Year					
	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Full Year
SOI Target	>99%	>99%	>99%	>99%	>99%
Actual	99.91%				
Result	✓				

3. Cable Car

The financial result for the period ended 30 September 2015 is currently tracking higher than budgeted by \$71,000 due to higher than anticipated Cable Car fare income (which is a flow on effect from increased passenger numbers) as well as taut control of costs and the phasing of budgeted expenditure for the year.

The projects which have been undertaken by the Cable Car division, specifically from a branding and marketing perspective are starting to have a positive effect on both passenger numbers and revenue. The Company is working diligently to endeavour that this positive trend continues.

In relation to the main variances, these include:

- Cable Car Operations Costs are \$15K over budget. This relates to the phasing of marketing activities being completed, including the website re-development, and also further work on the IBIS POS system and Snapper, including integration. We believe that the current forecast remains appropriate at this time however.
- Cable Car Maintenance Costs are tracking behind budget by \$29K however this is more of a phasing difference, and upon final completion of the Cable Car asset management plan this total will be re-forecast if required.

4. Trolley Bus Network

Actual expenditure incurred for the period ended 30 September 2015 is significantly less than the budgeted year to date amount and this variance spans across a number of areas, both operating expenditure and capital replacements.

As a specific note, reactive maintenance costs are now categorised as operational expenditure as opposed to capital expenditure as in previous years; this change was agreed with GWRC.

The Trolley Bus division has been focussed on completing the roll-out of the Trolley Bus Overhead Protection System (TBOP) as well as completing the last of the capital replacement projects given the planned cessation of trolley bus services in June 2017.

In relation to the major variances, these include:

- Operational – given the re-forecast reduction in other planned work for the year, largely consisting of poling, we have provided for an additional payment to TSL under the contract where the total annual spend is less than \$2.7m. This has resulted in a re-forecast of the current year expenditure. In respect of WCCL internal operational costs, these have been re-forecast down as a result of a detailed review of the work required for the year, including eliminating the need for an external field auditor which had been budgeted for but any work will now be completed by in-house resource.
- Retentions – a review of the retention work which is legally required to be completed in the current year has been undertaken and as a result the forecast cost in this area has been reduced by \$90k compared to the original budget.

- Pole Replacements – this continues to be an area of concern and focus, and as a result of work undertaken by the overhead team to identify what work Transfield Services will be able to complete, the proposed poling work has been significantly reduced (by 47%) compared to that originally budgeted. WCCL's focus is to ensure that as the year progresses, that projects are not carried over and accruals do not need to be maintained to the same levels as in the past.
- Business Case Items – the variance of \$43k for the year to date is largely due to timing, and WCCL has had agreement from GWRC for an increase in the cost of completing the Bus Highway 2 replacement work and its associated TBOP electrical protection cabinet.

5. External Activities and Corporate

Consistent with the other Company divisions, additional external income has been derived over the original projected budget (including from a pole income perspective and other third party work) and administration expenses are tracking \$36k behind budget. This administration cost variance largely relates to the phasing of budgets for external assistance training, including the areas of health & safety and legal. Depending on the amount and nature of the costs which are incurred in the next quarter, a re-forecast will be completed as part of the December 2015 results.

6. Other Activities

- 2016/17 budget – As noted above, the first version of this has been tabled with GWRC, along with a re-forecast of the current year in late September 2015.
- POS System reporting – the Company is working with IBIS on the integration of the IBIS POS and financial management system, and all testing so far has been positive and successful. It had been hoped to have the finance integration (albeit manual) completed by now, but the finalisation of the 2014/15 Annual Report has delayed this slightly.

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)

Wellington Cable Car Limited
Profit and Loss for the Quarter Ended 30 September 2015

	Actual 2016 - Qtr 1 \$000	Budget 2016 - Qtr 1 \$000	Variance 2016 - Qtr 1 \$000	Actual YTD \$000	Budget YTD \$000	Variance YTD \$000
OVERHEAD DIVISION						
Income	929	1,276	(347)	929	1,276	(347)
Contractor Operations Costs	412	420	8	412	420	8
Reactive Maintenance	60	123	63	60	123	63
Wellington Cable Car Operations Costs	237	322	85	237	322	85
Total Operating Expenses	709	865	156	709	865	156
Operating Surplus/Loss before Replacements	221	411	(191)	221	411	(191)
Contact Wire Replacements / Rentensions	0	35	35	0	35	35
Pole Replacements	65	156	91	65	156	91
Feeder Pillar Replacements	2	5	3	2	5	3
Special Works Replacement	20	38	18	20	38	18
Business Case Items	134	177	43	134	177	43
Total Replacements	221	411	191	221	411	191
Total Maintenance & Replacement Cost	221	411	191	221	411	191
Depreciation	56	57	1	56	57	1
Total Expenses	985	1,333	348	985	1,333	348
Overhead Overall Surplus / (Loss)	(56)	(57)	1	(56)	(57)	1
COMPANY ACTIVITIES DIVISION						
Cable Car Income	479	422	57	479	422	57
Cable Car Operations	226	212	(15)	226	212	(15)
Cable Car Maintenance	146	176	29	146	176	29
Depreciation	41	42	1	41	42	1
	413	429	16	413	429	16
Electric Bus Income	0	0	0	0	0	0
Electric Bus Operations	0	0	0	0	0	0
Electric Bus Maintenance	2	0	(2)	2	0	(2)
	2	0	(2)	2	0	(2)
Cable Car Operating Surplus / (Loss)	64	(7)	71	64	(7)	71
3rd Party Services Net Contribution	8	2	6	8	2	6
External Pole Work Net Contribution	0	0	0	0	0	0
3rd Party Overhead Projects Net Contribution	0	0	0	0	0	0
Sundry External Income	87	52	34	87	52	34
External Activities Operating Contribution Surplus / (Loss)	94	54	40	94	54	40
Total Company Activities Operating Contribution Surplus / (Loss)	159	47	111	159	47	111
Administration Expenses	70	105	36	70	105	36
Revaluation of Property, Plant and Equipment	0	0	0	0	0	0
Company Activities Division Operating Surplus / (Loss)	89	(58)	147	89	(58)	147
WELLINGTON CABLE CAR - TOTAL SURPLUS / (LOSS) BEFORE TAX	33	(115)	148	33	(115)	148
Tax Expense	9	0	9	9	0	9
Subvention Payment	0	0	0	0	0	0
WELLINGTON CABLE CAR - TOTAL SURPLUS / (LOSS) AFTER TAX	24	(115)	139	24	(115)	139
The Total Surplus / (Loss) After Tax Consists of:						
Total Income	1,542	1,765	(224)	1,542	1,765	(224)
Total Expenditure	(1,518)	(1,880)	362	(1,518)	(1,880)	362
	24	(115)	139	24	(115)	139
	(0)	0	(0)	(0)	0	(0)

Budget 2015 / 2016 - Total \$000	Re-Forecast 2015 / 2016 - Total \$000	Variance 2015 / 2016 - Total \$000
5,238	4,829	(409)
1,681	1,755	(74)
551	508	43
1,289	1,258	31
3,521	3,521	0
1,718	1,308	(409)
140	50	90
713	371	342
20	20	0
137	137	0
707	730	(23)
1,718	1,308	409
1,718	1,308	409
228	228	0
5,466	5,057	409
(228)	(228)	0
2,387	2,387	0
847	847	0
682	682	0
168	168	0
1,696	1,696	0
0	0	0
0	0	0
0	0	0
0	0	0
691	691	0
8	8	0
209	209	0
0	0	0
0	0	0
217	217	0
907	907	0
422	422	0
0	0	0
486	486	0
258	258	0
86	86	0
0	0	0
172	172	0
7,892	7,892	(409)
(7,720)	(7,720)	409
172	172	0
0	0	0

**TRANSPORT AND URBAN DEVELOPMENT
COMMITTEE
19 NOVEMBER 2015**

**Wellington Cable Car Limited
Statement of Financial Position
As at 30 September 2015**

	2016		2015	
ASSETS	\$	\$	\$	\$
Current Assets				
Bank Accounts Total	2,024,696		1,287,120	
Inventory	644,883		493,915	
WIP	(10,552)		217,359	
Accounts Receivable less Provision	578,684		408,108	
Sundry Debtors & Prepayments	295,440		265,346	
RWT Deductions	15,732		2,447	
Total Current Assets		3,548,883		2,674,296
Fixed Assets				
Cable Car & Civil Works				
Cable Car Equipment (2%)	5,245,132		4,960,738	
Cable Car Equipment (10%)	408,629		394,259	
Cable Car Tracks & Wires	1,363,778		1,363,778	
Furniture & Fittings	61,238		61,238	
Computer Equipment	283,197		256,250	
Computer Software	172,168		127,008	
Overhead Equipment	79,506		79,506	
Overhead Wire System	461,333		461,333	
Overhead Motor Vehicles	1,033,749		974,663	
Fixed Asset Clearing Account	2,263,749		26,833	
Accumulated Depreciation	(2,833,343)		(2,467,264)	
Total Fixed Assets		8,539,136		6,238,343
TOTAL ASSETS		12,088,019		8,912,639
LIABILITIES				
Current Liabilities				
Accounts Payable	379,490		391,567	
Accruals	928,677		566,298	
Purchases Received not yet Invoiced	104,887			
Ostendo Clearing Account			(1,078)	
GST TOTAL	(19,253)		(43,458)	
PAYE Suspense	11,115		19,492	
Prebilled charges TOTAL			(93,149)	
Total Credit Card	3,193			
Current Portion of Term Liabilities				
Total Current Liabilities		1,408,109		839,672
Non Current Liabilities				
ANZ Bank Loan facility				
Provision for Income Tax	231,907		(37,429)	
Deferred Tax Liability	1,019,028		567,089	
Telecom Lease/Rentals	2,169		6,000	
Total Non Current Liabilities		1,253,104		535,660
Ostendo Clearing Accounts				
Total Ostendo Clearing Accounts		4,237		167
TOTAL LIABILITIES		2,665,450		1,375,499
NET ASSETS		9,422,569		7,537,139
SHAREHOLDER'S FUNDS				
Ordinary Shares	7,434,846		7,434,846	
Retained Earnings	2,058,349		282,109	
Revaluation Reserve				
Tax on Equity items				
Less: Dividend Paid	(94,380)		(94,380)	
Current Year Earnings	23,754		(85,435)	
TOTAL SHAREHOLDER'S FUNDS		9,422,569		7,537,139

**Wellington Cable Car Limited
Statement of Cashflows
For the Period Ended 30 September 2015**

	2015
Cash flows from operating activities	
<u>Cash was received from:</u>	
Operating receipts	3,536
<u>Cash was disbursed to:</u>	
Payments to suppliers and employees	(2,194)
Payment of Tax	(3)
Subvention Payment	-
GST	(268)
Net cash inflow / (outflow) from operating activities	<u>1,070</u>
Cash flows from investing activities	
<u>Cash was received from:</u>	
Investments	-
Interest received	12
Sale of Fixed Assets	
<u>Cash was applied to:</u>	
Purchase of fixed assets	(432)
Net cash inflow / (outflow) from investing activities	<u>(419)</u>
Cash flows from financing activities	
<u>Cash was received from:</u>	
Term Loan	-
<u>Cash was applied to:</u>	
Payment of Dividend	(0)
Term Loan	-
Net cash inflow/(outflow) from financing activities	<u>(0)</u>
Net Increase/(decrease) in Cash held	651
Opening Cash Balance	1,374
Closing Cash Balance	<u><u>2,025</u></u>

**Wellington Cable Car Limited
Cashflow Reconciliation Statement
For the Period Ended 30 September 2015**

	2015
Net Profit/(Loss) before tax	33
Add non cash items:	
Movement in provision for impairment of doubtful debts	-
Depreciation	97
Impairment/revaluation	-
(Gain)/Loss on Assets sold/disused	-
	130
Add / (deduct) movements in Working Capital:	
(Increase) / Decrease in accounts receivable & other assets	1,769
Increase / (Decrease) in accounts payable & other accruals	(875)
(Increase) / Decrease in inventory	63
Add / (deduct) investing activities:	
Net (gain) / loss on sale of assets	-
Net (receipt) / payment interest income	(12)
Net receipt / (payment) withholding tax	(3)
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	(1)
Net cash inflow from operating activities	1,070

FORWARD PROGRAMME 2015

Purpose

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

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Discussion

2. The forward programme reflects organisational and political priorities and emerging issues that requires decisions from the Transport and Urban Development Committee. The forward programme attached outlines the work programme of the Committee for the remainder of the year.

Attachments

Attachment 1. Transport and Urban Development Committee - Forward Programme for remainder of 2015 Page 312

Author	Antoinette Bliss, Governance Advisor
Authoriser	Anthony Wilson, Chief Asset Officer

Wednesday, 9 December 2015

Transport and Urban Development Committee

Report Title	Description	Portfolio	Officer	ELT Member Responsible
Street Signage Paper	Further enhancing our Sense of Place through Wellington street signs.		Elise Webster	Anthony Wilson
Safer Speeds - Final Report	Altering speeds limit in suburban shopping areas		Charles Kingsford	Anthony Wilson
Traffic resolutions.	TR96-15 Bond Street, TR97-15 Leeds Street and TR98-15 Johnsonville Roading Improvements.		Lindsey Hill	Anthony Wilson
Nomination of Special Housing Areas and Housing Accord Monitoring Report	To present a monitoring report for the first year of the Housing Accord, and to nominate a third tranche of sites as Special Housing Areas.		Mitch Lewandowski	Anthony Wilson
Built Heritage and City Resilience - Confirmation of District Plan Approach	Policy direction for a district plan change for built heritage and city resilience. If agreed, officers will undertake consultation on this direction and report back to the Committee prior to seeking approval to notify a district plan change.			Anthony Wilson
Bus Rapid Transit	Briefing		Geoff Swainson	Anthony Wilson
Parking Sensors	Update on trial		Philip Simpson	Anthony Wilson

TO BE SCHEDULED

Transport and Urban Development Committee				
Report Title	Description	Portfolio	Officer	ELT Member Responsible
City Resilience Strategy	Scoping of a comprehensive resilience strategy for the City's economy, infrastructure, built environment and communities		Gunther Wild	John McGrath
Report on the Civic Precinct project and make implementation decisions, as required	Officers to confirm details. Policy Work programme July 2015.		Baz Kaufman/ Ian Pike	John McGrath
Report on development of plans for the east Te Aro regeneration area	Officers to confirm details. Policy Work programme July 2015.		John McSweeney	Anthony Wilson
Report(s) on the implementation of the Housing Accord	Officers to confirm details. Policy Work programme July 2015.		John McSweeney	Anthony Wilson
Review of the on-street parking policy	Officers to confirm details. Policy Work programme July 2015.		Steve Spence/Elise Webster	Anthony Wilson
Report on a Port Precinct Access Plan – already underway and on-going.	Officers to confirm details. Policy Work programme July 2015.		Geoff Swainson	Anthony Wilson

TO BE SCHEDULED

Transport and Urban Development Committee				
Report Title	Description	Portfolio	Officer	ELT Member Responsible
Island Bay + Tawa Town centre plans and medium density residential zones	Officers to confirm details. Policy Work programme July 2015.		Liz Moncrieff	Anthony Wilson
District Plan: Tangata whenua Chapter review	Officers to confirm details. Policy Work programme July 2015.		Warren Ulusele	Anthony Wilson
Basin Reserve Decision - Development of a framework to facilitate the major new transport investments / initiatives. Possible submissions from Council, Council priorities and commitments, and related issues	Officers to confirm details. Policy Work programme July 2015.		Geoff Swainson	Anthony Wilson
Ngauranga to Aotea	Briefing stage 3/4 - designated SH corridor with some local road implications. NZTA lead.		Geoff Swainson	Anthony Wilson

TO BE SCHEDULED

Transport and Urban Development Committee				
Report Title	Description	Portfolio	Officer	ELT Member Responsible
Cycling Plan (Great Harbour Way)	Wellington to Lower Hutt Cycling options (NZTA)		Paul Barker	Anthony Wilson
Housing Accord	District Plan: separate piece of RMA project work		Warren Ulusele	Anthony Wilson
Public Transport Spine Study	Update on implementation on public transport (bus / rapid transport).		Geoff Swainson	Anthony Wilson
Kilbirnie Project	Briefing to Councillors		Warren Ulusele	Anthony Wilson
District Plan Forward Programme	Legislative requirement to review the Plan. This is a foundational document for the Council as it sets the framework for developers to operate within. Implementation of Review work programme - update.		Warren Ulusele	Anthony Wilson
Petone to Grenada	Consideration of priority status: need to re-evaluate priority as part of RLTP.		Geoff Swainson	Anthony Wilson
Memorial Park	Operations & Management Structure - Options developed by MCH for consideration.		Geoff Swainson/Paul Andrews	Anthony Wilson / Greg Orchard

TO BE SCHEDULED

Item 3.8 Attachment 1

Transport and Urban Development Committee				
Report Title	Description	Portfolio	Officer	ELT Member Responsible
Miramar/Shelly Bay Framework	Oral Briefing		tbc	Derek Fry
PTSS (Recurring Implementation discussions)	Inclusion of funding in LTP for projects: i) investigation and design of secure routes; (ii) Implementation of bus priority measures; (iii) Adelaide Road enhancement.		tbc	Anthony Wilson
Urban Design - 6 monthly Updates	Urban renewal agency - Clyde Quay		Warren Ulusele/ Trudy	Anthony Wilson
Inner City Bypass	Traffic Resolutions		Geoff Swainson	Anthony Wilson

4. Public Excluded

Resolution to Exclude the Public:

THAT the Transport and Urban Development Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Proposed Land Acquisition	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
