

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 14 September 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

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

AREA OF FOCUS

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

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

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

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

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

Quorum: 8 members

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1 Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 Confirmation of Minutes

The minutes of the meeting held on 8 September 2017 will be put to the City Strategy Committee for confirmation.

1.4 Public Participation

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

1.5 Items not on the Agenda

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

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

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

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

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

2. Operational

TRAVEL FOR AN ELECTED MEMBER TO CANBERRA FOR THE WELLINGTON ACTIVATION PROGRAMME: 5 - 8 OCTOBER 2017

Purpose

1. This paper seeks approval for an Elected Member to travel to Canberra between 5 – 8 October 2017.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agrees to proposed travel for an Elected Member to Canberra for the Wellington Activation programme between 5 – 8 October 2017.

Background

Sister City Agreement

2. In February 2016, Singapore Airlines announced that it would commence flights between Singapore, Canberra and Wellington. These flights commenced on 21 September 2016.
3. Following that announcement, the Wellington City Council (WCC) and the Government of the Australian Capital Territory (ACT) commenced work towards the development and agreement of a sister city relationship. Formalised on 6 July 2016, the agreement sets out a high level framework for cooperation and exchange in a number of key areas of mutual interest. These are:
 - Cultural exchange that connect arts communities, events development and national institution engagement.
 - Partnerships that facilitate tourism promotion, marketing and product development.
 - Collaboration and knowledge sharing about urban renewal and sustainable growth.
 - Supporting engagement through innovation and technology start-up ecosystems.
 - Collaboration on opportunities to secure events, grow partnerships and participation in sport.
 - Programs that support opportunities for first people and indigenous exchange.
 - Biodiversity initiatives and nature based partnerships.
 - Mutual exchange regarding smart city technologies and implementation.
 - Collaboration on community services and affordable housing solutions.
 - Collaboration on capital civic programs including sustainable transport solutions.

- Mutual exchange regarding renewable / sustainable energy supply.
 - Mutual exchange of delegations that that connect Wellington City Council and the ACT Government.
 - Mutual exchange of delegations that that connect business of each city.
4. A number of actions have already been taken:
- VisitCanberra has commenced marketing tourism opportunities in Wellington.
 - A Memorandum of Understanding has been developed to foster cooperation between Wellington’s Tech-Hub Collider and Canberra’s CBR Innovation Network.
 - A Memorandum of Understanding has been agreed between Zealandia and Mulligan’s Flat Woodland Sanctuary.
 - A Memorandum of Understanding has also been agreed between the Wellington and Canberra Chambers of Commerce under the auspices of the Sister City agreement.
 - With support from the ACT Government, Canberra based bands are now a feature of Wellington’s annual Sky Show with work to facilitate their participation again this year.
 - Officials from the Office of the Chief Executive and the ACT Government are currently developing a second attempt to deliver a “Canberra Week in Wellington” in November 2017.
 - Officials from the Council are working with ACT Government officials to develop an exchange framework to share staff, expertise and information in communications and engagement, botanical research and practice as well as continuing to facilitate relationships in the innovation and smart city space.

Discussion

Sister City Agreement

5. The relationship between Wellington and Canberra is highly regarded by counterparts on both sides of the Tasman. Firm commitment to delivering on each aspect of the sister city agreement has facilitated relationships, exchange and economic activity not previously present. The Sister City Agreement is a success.
6. Planning to leverage off early success includes consideration being given to the development of strategies to deliver tangible outcomes in the tertiary, research, innovation and botanical research sectors in Canberra and Wellington. Additionally, officials will investigate the extension of some aspects of the Sister City Agreement with Wellington and Canberra into a tri-city relationship that may include Singapore.

Wellington Activation Activities

7. In the week of 14 November 2016, ACT Government officials had arrived to deliver “Canberra Week in Wellington” which was a week-long celebration in Wellington of Canberra’s arts, culture and events sector, its innovation sector, food and beverage and retail tourism sectors. The ACT Government’s \$AUD500,000 week long programme was unfortunately interrupted by the Kaikoura Earthquakes.
8. As a result of the interruption caused by the earthquakes, the ACT Government programme was reduced to four events including a presentation from ACT Chief Minister Andrew Barr to the newly elected Council, a “Tap Takeover” event at the Malthouse Brewery, performances by local Canberra based bands and a ceremonial wreath laying at Pukeahu Park’s Australian War Memorial.

9. The Mayor publicly reiterated his commitment to the delivery of a “Wellington Week in Canberra”. Subsequently, the Mayor reiterated his commitment to delivering activities in Canberra during his recent visit from 3 – 6 May 2017.
10. Following two attempts earlier this year, officials from the Office of the Chief Executive and WREDA with support from the ACT Government have developed a high impact, low-cost three day “Wellington Activation” programme in Canberra set down for 5 – 8 October 2017.
11. The programme is likely to include:
 - Offerings from Canberra’s best wineries, and Wellington to hero the beer offering.
 - 2 chefs, one from each capital would work together to create food offerings for the public.
 - A live street art element within the Newacton precinct, as well as entertainment and an Arts focus.
 - A low-key civic reception which is likely to include imagery presented in a clever art gallery format of Wellington’s best offerings; Te Papa, WOW, NZ Festival, Weta and others.
 - The boutique cinema in the precinct may host a mini Wellington Film festival.
 - A Wellington artisan offering of Wellington’s local produce.
 - A Wellington mini-mag to push Wellington as a destination, that includes travel/accommodation and key stakeholder offerings that would be distributed throughout the activation.
 - A ‘golden ticket’ will give away wellington weekends with support from media in Wellington and Canberra.
 - Organisers in Canberra estimate that 500-1000 people are likely to attend the consumer event alone.
12. Some of the elements of the Wellington Activation programme were, at the time of writing this report, yet to be finalised and that may remain the case to the days immediately preceding the event.
13. Elected members with responsibility for the relationship are the Mayor of Wellington Justin Lester and ACT Chief Minister Andrew Barr. As part of the Wellington Activation programme in October, it is proposed that in the Mayor’s absence that an Elected Member represents the city’s interests. This will include representing Wellington at the civic reception, a number of the activation events as well as the key marketing event to showcase Wellington’s artisan, tourism and cultural offerings to Canberra’s business sector, specifically retail tourism operators.

Attachments

Nil

Author	Kaine Thompson, Manager, Office of the Chief Executive
Authoriser	Kane Patena, Director Governance and Assurance

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Not applicable.

Policy and legislative implications

Not applicable.

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not applicable.

Health and Safety Impact considered

Not applicable.

TRAFFIC RESOLUTIONS

Purpose

1. This report outlines the recommendations to a number of 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. Thirty proposed resolutions were advertised on 25 July 2017, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.
4. After reviewing the feedback received:
 - 23 proposals are being recommended for approval as advertised
 - 2 have been amended:
 - TR88-17 Redwood Avenue – Reduced length of no stopping restriction
 - TR91-17 Bankot Crescent – Reduced the length of no stopping restriction
 - 5 have been withdrawn/deferred:
 - TR80-17 Willeston Street – Public objection
 - TR82-17 Cuba Street – Public objection
 - TR94-17 Lincoln Avenue – Changes required
 - TR97-17 The Terrace – Changes may be required
 - TR100-17 Kelburn Park (Salamanca Road) – Changes required

Recommendation/s

That the City Strategy Committee:

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

a.	Russell Terrace, Newtown (TR 75 – 17) Pedestrian Crossing No Stopping At All Times -		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Russell Terrace	No Stopping, At all times	West side, commencing 47 metres north of its intersection with Waripori Street (Grid

			Coordinates X= 1,749,018.9m, Y=5,424,317.4m), and extending in a northerly direction following the western kerb line for 49 metres.
	Russell Terrace	No Stopping, At all times	East side, commencing 114 metres from its intersection with Rhodes Street (Grid Coordinates X= 1,749,041.2501m, Y=5,424,546.6747m), and extending in a southerly direction following the eastern kerb line for 49 metres.
Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Russell Terrace	Pedestrian Crossing	West side, located 83 metres north of its intersection with Waripori Street (Grid Coordinates X= 1,749,018.9m, =5,424,317.4m)
b.	Cuba Street, between Wakefield Street and Manners Street (TR 77 – 17) Cycle Connection -		
Delete from Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cuba Street	No Entry - at all times	At its northern end for traffic turning off Wakefield Street.
	Cuba Street	One Way Restriction	Southbound, from Wakefield Street to Manners Street.
Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule			
	Cuba Street	No Entry, except cycles - at all times	At its northern end for traffic from Wakefield Street.
	Cuba Street	One Way Restriction, except cycles	Northbound, from Manners Street to Wakefield Street.
c.	Bunny Street, between Lambton Quay and Featherston Street, Pipitea (TR 78 – 17) Shared zone -		
Delete from Schedule C (Direction, Placement and Lane Use) of the Traffic			

Restrictions Schedule		
Column One	Column Two	Column Three
Bunny Street	No Entry - at all times	No entry to Bunny Street southeast from Lambton Quay.
Bunny Street	No Entry - at all times	No entry to Bunny Street southeast bound from Lambton Quay.
Bunny Street	One Way Restriction	Commencing 35 metres northwest of its intersection with Featherston Street/Stout Street (Grid coordinates x= 1748997.9 m, y= 5428682.8 m), and extending in a north-westerly direction for 62.5 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Bunny Street	Shared zone	From its intersection with Featherston Street/ Stout Street (Grid coordinates x= 1748997.9 m, y= 5428682.8 m) to its intersection with Lambton Quay (x= 1748938.9m, y= 5428760.2m).
Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Bunny Street	No Entry, except cyclists - at all times	No entry to Bunny Street southeast bound from Lambton Quay.
Bunny Street	No Entry, except vehicles on VUW business, taxis, buses and cyclists - at all times	No entry to Bunny Street northwest bound from Lambton Quay.
Bunny Street	One Way Restriction, except cyclists	Commencing 35 metres northwest of its intersection with Featherston Street/Stout Street (Grid coordinates x= 1748997.9 m, y= 5428682.8 m), and extending in a north-westerly direction for 62.5 metres.
d.	Grey Street and Featherston Street, Wellington Central – (TR 79 – 17) Relocate	

motorbike parking and provide bicycle parking -		
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Grey Street	Motorcycle Parking - at all times	South side, commencing 8 metres west of its intersection with Featherston Street (Grid Coordinates X=2658757.168248 m, Y=5989830.258654 m) and extending in a westerly direction following the kerbline for 12.5 metres.
Featherston Street	Motorcycle Parking - at all times	West side, commencing 10.5 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the western kerbline for 2.5 metres.
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Featherston Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 13 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the kerbline for 38 metres
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Grey Street	Bicycle Parking – at all times	South side, commencing 8 metres west of its intersection with Featherston Street (Grid Coordinates X=2658757.168248 m, Y=5989830.258654 m) and extending in a westerly direction following the kerbline

			for 12.5 metres.
	Featherston Street	Motorcycle Parking - at all times	West side, commencing 10.5 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the western kerbline for 15.5 metres.
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Featherston Street	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 26 metres south of its intersection with Grey Street (Grid coordinates x= 1748743.0 m, y= 5428114.4 m), and extending in a southerly direction following the kerbline for 25 metres
e.	Rugby Street, between Adelaide Road and Tasman Street (TR 81 – 17) Cycle lane -		
Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Rugby Street	Cycle lane	Westbound, from Adelaide Road to Tasman Street.
f.	Mairangi Road - Wadestown (TR 85 – 17) No stopping at all times -		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Mairangi Road	No stopping at all times	East side, commencing 33.5 metres south of its intersection with Lytton Street (grid coordinates x= 1,748,267.2 m, y= 5,430,527.9 m), and extending in a southerly direction following the eastern kerbline for 40 metres.
g.	Box Hill - Khandallah (TR 86 – 17) No stopping at all times -		
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	Box Hill	No stopping at all times	West side, commencing 5 metres of its intersection with Baroda Street (grid coordinates x= 1,750,186.2 m, y= 5,432,816.9113 m), and extending in a southerly direction following the western kerbline for 12 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Box Hill	No stopping at all times	West side, commencing at its intersection with Baroda Street (grid coordinates x= 1,750,186.6414 m, y= 5,432,816.9113 m), and extending in a southerly direction following the western kerbline for 23 metres.
h.	Nicholson Road, Khandallah (TR 40 - 17) No stopping at all times -		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Nicholson Road	No stopping at all times	South side, commencing 38 metres east of its intersection with Torwood Road (grid coordinates x= 1,749,997.0202 m, y= 5,432,152.5083 m), and extending in an easterly direction following the southern kerbline for 61.5 metres.
i.	Redwood Avenue - Tawa (TR 88 – 17) No stopping at all times -		
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Redwood Ave	No stopping at all times	South side, commencing 227.5 metres west of its intersection with Main Road, Tawa (Grid Coordinates X=1,753,107.84 m, Y=5,439,964.16 m) and extending in a westerly

			direction following the southern kerb-line of Redwood Avenue for 35.5 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Redwood Ave	No stopping at all times	South side, commencing 187.5 metres west of its intersection with Main Road, Tawa (Grid Coordinates X=1,753,107.84 m, Y=5,439,964.16 m) and extending in a westerly direction following the southern side for 75 metres.
j.	Wadestown Road - Wadestown (TR 89 – 17) No stopping at all times –		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wadestown Road	No stopping at all times	East side, commencing 143 metres south of its intersection with Lennel Road (grid coordinates x= 1,748,748.5738 m, y= 5,430,671.2976 m), and extending in a southerly direction following the eastern kerblines for 33 metres.
k.	Salamanca Road - Kelburn (TR 90 – 17) No stopping at all times -		
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Salamanca Road	P120 Monday to Saturday, 8:00am - 6:00pm	North side, commencing 156.5 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerblines for 74.5 metres.
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Salamanca Road	No stopping, at all times	North side, commencing 231

			metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 16.5 metres.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Salamanca Road	P120 Mon- Sun, 8:00am - 6:00pm	North side, commencing 152 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 63 metres.
	Column One	Column Two	Column Three
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Salamanca Road	No stopping, at all times	East side, commencing 215 metres north of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a northerly direction following the eastern kerbline for 30 metres.
I.	Bankot Crescent, Ngaio (TR 91 – 17) No stopping at all times		
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bankot Crescent	No stopping at all times	West side, commencing 23 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 17 metres.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Bankot Crescent	No stopping at all times	West side, commencing at its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m, y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 41 metres.
Bankot Crescent	No stopping at all times	West side, commencing 210 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 13 metres.
Bankot Crescent	No stopping at all times	East side, commencing at its intersection with Cockayne Road (Grid coordinates x= 1,749,412.9375 m, y= 5,431,755.9663 m), and extending in a northerly direction following the eastern kerb line for 18 metres.
Bankot Crescent	No stopping at all times	North side, commencing 319 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,412.9375 m, y= 5,431,755.9663 m), and extending in a westerly direction following the northern kerb line for 6 metres.
m.	Westchester Drive – Churton Park (TR 92 – 17) No stopping at all times -	
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Westchester Drive	No stopping at all times	South side, commencing 67 metres west of its intersection with Lakewood Avenue (grid coordinates x= 1,751,618.4721 m, y= 5,437,236.9178 m), and extending in a westerly direction following the southern kerblines for 8 metres.

n.	Strathmore Avenue, Strathmore Park (TR 95 – 17) Pedestrian Crossing, No Stopping At All Times -		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Strathmore Avenue	No Stopping, At All times	West side, commencing from its intersection with Broadway (Grid Coordinates X= 1,752,340.4m, Y=5,423,603.3m) and extending in a southerly direction following the western kerb line for 33 metres.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Strathmore Avenue	Time-limited parking (P60, 8am-4pm, Mon-Fri)	West side, commencing 33 metres south of its intersection with Broadway(Grid coordinates X=1,752,340.4m, Y=5,423,603.3m, and extending in a southerly direction following the western kerb line for 16 metres.
	Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Strathmore Avenue	Pedestrian Crossing	West side, located 8 metres south of its intersection with Broadway (Grid Coordinates X= 1,752,340.4m, Y=5,423,603.3m)
o.	164 Mark Avenue Grenada Village (TR 96 – 17) Class restricted parking – Bus Stop (New)		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Mark Avenue	Bus Stop, at all times	1. South side, commencing 18 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the

			southern kerblines for 15 metres. 2.
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule 3.			
	Column One	Column Two	Column Three
	Mark Avenue	No Stopping, at all times	4. South side, commencing 9 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerblines for 9 metres.
	5. Mark Avenue	No Stopping, at all times	South side, commencing 33 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerblines for 9 metres.
p.	Daniell Street, Newtown (TR 98 – 17) No Stopping, At All Times -		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Daniell Street	No Stopping, At All Times	East side, commencing 39.3 metres south of its intersection with Harper Street (Grid Coordinates X= 1,749,232.3477 m, Y= 5,424,758.5755 m) and extending in a southerly direction following the kerblines for 3.2 metres.
q.	Riddiford Street, Newtown (TR101 – 17) Convert police park to P60 Mon-Sat 8am-6pm -		
Remove from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	Riddiford Street	No Stopping Except for Police Department Vehicles Only, Mon- Fri 7am-9am	West side, commencing 405.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 8 metres.
	Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Riddiford Street	P60, Monday to Saturday, 8:00am – 6:00pm	West side, commencing 360 metres north of its intersection with Gordon Street (Grid coordinates x= 1749018.8 m, y= 5424650.7 m), and extending in a northerly direction following the western kerbline for 40 metres
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Riddiford Street	P60, Monday to Saturday, 8:00am – 6:00pm	West side, commencing 360 metres north of its intersection with Gordon Street (Grid coordinates x= 1749018.8 m, y= 5424650.7 m), and extending in a northerly direction following the western kerbline for 48 metres
r.	Stewart Drive, Newlands (TR102 – 17) Convert mobility park to P120 park -		
	Remove from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Stewart Drive	No stopping except for vehicles displaying operation mobility permits, Monday to Sunday, 8:00am – 6:00pm	South side, commencing 56 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerbline for 6

			metres.
Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Stewart Drive	P120, Monday to Sunday, 8:00am – 6:00pm	South side, commencing 62 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerblines for 17 metres.	
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Stewart Drive	P120, Monday to Sunday, 8:00am – 6:00pm	South side, commencing 56 metres west of its intersection with Bracken Road (Grid Coordinates X= 1,752,834.2m, Y= 5,434,938.9m) and extending in a westerly direction following the southern kerblines for 23 metres.	
s.	The Terrace, Wellington (TR 103 – 17) DC, CC, FC parking Monday to Friday, 8:00am-6:00pm -		
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 160.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerblines for 52 metres. (9 parallel carparks)	
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 166.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 46 metres. (8 parallel carparks)
Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	DC, CC, FC parking, Monday to Friday, 8:00am- 6:00pm	East side, commencing 160.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 6 metres.
t.	The Terrace, Wellington (TR104 – 17) DC, CC, FC parking Monday to Friday, 8:00am-6:00pm -		
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	West side, commencing 5.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerbline for 47.5 metres. (8 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	West side, commencing 5.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerblines for 41.0 metres. (7 parallel carparks)
Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	DC, CC, FC parking, Monday to Friday, 8:00am- 6:00pm	West side, commencing 46.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerblines for 6 metres.
u.	Molesworth Street, Wellington (TR105 – 17) Metered parking, P120 Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm -		
Remove from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Molesworth Street	DC, CC, FC registered vehicle parking, At All Times	East side, commencing 6.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerblines for 17 metres.
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	Molesworth Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 23.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 16.5 metres. (3 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Molesworth Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 6.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 33.5 metres.
v.	Wakely Road and Centennial Highway - Newlands and Ngauranga - Shared Path (TR106-17)		
Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wakely Road	Shared Path (Two Way) At all times	Commencing at its intersection with Spennor Street and Lyndfield Lane (Grid coordinates x= 1752340.5m y= 54339817.1m) and extending in a southerly direction to its intersection with Centennial Highway.
	Centennial Highway	Shared Path (Two Way) At all times	Commencing 42 metres east of its intersection with Hutt Road (Grid coordinates x= 1751987.3m y=

			543222.9m) and extending north 446m to its intersection with Malvern Road.
	Centennial Highway	Shared Path (Two Way) At all times	Commencing at its intersection with Malvern Road (Grid coordinates x= 1752023m y= 5432663.2m) and extending north 106m to its intersection with Glover Street.
	Centennial Highway	Shared Path (west bound only for bikes) At all times	Commencing at its intersection with Glover Street (Grid coordinates x= 1751920.8m y= 5432743.9m) and extending north 199m up the northern footpath to its intersection with Wakely Road.
w.	Rugby Street, Mount Cook (TR107-17) Removal of one P10 car park and the installation of no stopping lines -		
	Delete from Schedule A (P10) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rugby Street	P10	South side, remove all parking restrictions commencing from its intersection with Adelaide Road extending in an easterly direction following the southern kerb line for 52 metres.
	Add to Schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rugby Street	No Stopping	South side, commencing from its intersection with Adelaide Road extending in an easterly direction following the southern kerb line for 52 metres.
x.	Phillip Street, Johnsonville (TR 116 – 17) No stopping at all times -		
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
	Phillip Street	No stopping at all times	East side, commencing from its intersection with Frankmoore Avenue and extending in a southerly direction following the eastern kerblines for 12.5 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Phillip Street	No stopping at all times	East side, commencing from its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,046.3824 m, Y= 5,435,065.7929 m), and extending in a southerly direction following the eastern kerblines for 18 metres.
y.	Lombard Street & Bond Street, Te Aro (TR117-17) Proposed Shared Zone at all times -		
Add to Schedule B (Shared Zone) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Shared Zone at All Times	From its intersection with Victoria Street to its intersection with Cornhill Street. (96.88m)
	Lombard Street	Shared Zone at All Times	From its intersection with Bond Street to its intersection with Manners Street. (82.21m)

Background

- Thirty proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 25 July 2017. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
- A summary report for each traffic resolution can be found in the attachments. Each summary contains:

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

Attachments

Attachment 1.	TR75-17 Russell Terrace	Page 31
Attachment 2.	TR77-17 Cuba Street	Page 36
Attachment 3.	TR78-17 Bunny Street	Page 43
Attachment 4.	TR79-17 Grey Street	Page 50
Attachment 5.	TR81-17 Rugby Street	Page 57
Attachment 6.	TR85-17 Mairangi Road	Page 62
Attachment 7.	TR86-17 Box Hill	Page 66
Attachment 8.	TR87-17 Nicholson Road	Page 70
Attachment 9.	TR88-17 Redwood Avenue	Page 74
Attachment 10.	TR89-17 Wadestown Road	Page 78
Attachment 11.	TR90-17 Salamanca Road	Page 86
Attachment 12.	TR91-17 Bankot Crescent	Page 93
Attachment 13.	TR92-17 Westchester Drive	Page 104
Attachment 14.	TR95-17 Strathmore Avenue	Page 111
Attachment 15.	TR96-17 Mark Avenue	Page 118
Attachment 16.	TR98-17 Daniell Street	Page 125
Attachment 17.	TR101-17 Riddiford Street	Page 129
Attachment 18.	TR102-17 Steward Drive	Page 135
Attachment 19.	TR103-17 The Terrace	Page 140
Attachment 20.	TR104-17 The Terrace	Page 145
Attachment 21.	TR105-17 Molesworth Street	Page 150
Attachment 22.	TR106-17 Wakely Road	Page 155
Attachment 23.	TR107-17 Rugby Street	Page 172
Attachment 24.	TR116-17 Phillip Street	Page 179
Attachment 25.	TR117-17 Lombard Street	Page 183

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

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 75 – 17

Location: Russell Terrace - Newtown

Proposal: Pedestrian Crossing
No Stopping At All Times

Information: A new zebra crossing is proposed arising from an incident when a school student was hit by a vehicle in September 2016 at the uncontrolled crossing point (kerb projections) on Russell Terrace. The current crossing point is directly adjacent to the Russell Terrace entrance to South Wellington Intermediate School (SWIS).

SWIS undertook a survey of parents and carers to determine the demand for a formalised crossing to coincide with the location of kerb buildouts on either side of the road.

Considerations to install traffic calming on Russell Terrace as a means to slow traffic in advance of the zebra crossing have also been undertaken. The traffic volume of approximately 10,000 vehicles per day on Russell Terrace, which is also a main collector route to and from the south, represents a large transport catchment with limited appropriate alternative routes. Traffic calming in the form of speed cushions is, therefore, not the preferred option on this route. The proposal is to install buff coloured anti-skid surfacing on each approach in advance to the crossing to alert motorists and to improve braking in advance of the crossing.

No stopping restrictions are also proposed in advance of the crossing to provide good approach sight distances to a pedestrian using the crossing. The current low parking demand in the area of the proposed no stopping restrictions can be accommodated adjacent to the proposals.

Parking Change : No loss of parking 12 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Russell Terrace	<i>No Stopping, At all times</i>	<i>West side, commencing 47 metres north of its intersection with Waripori Street (Grid Coordinates X= 1,749,018.9m, Y=5,424,317.4m), and extending in a northerly direction following the western kerb line for 49 metres.</i>
Russell Terrace	<i>No Stopping, At all times</i>	<i>East side, commencing 114 metres from its intersection with Rhodes Street (Grid Coordinates X= 1,749,041.2501m, Y=5,424,546.6747m), and extending in a southerly direction following the eastern kerb line for 49 metres.</i>

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

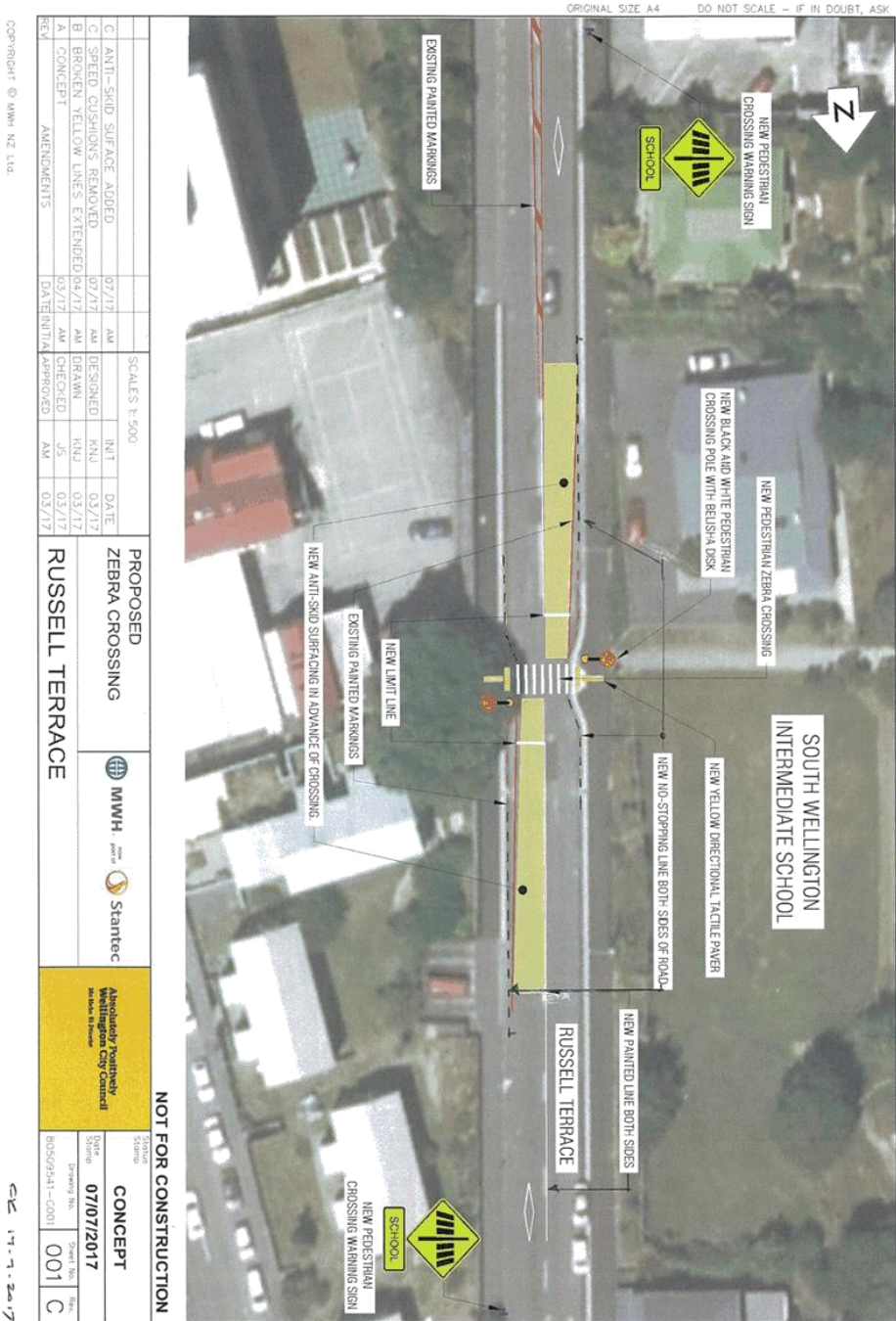
Column One	Column Two	Column Three
Russell Terrace	<i>Pedestrian Crossing</i>	<i>West side, located 83 metres north of its intersection with Waripori Street (Grid Coordinates X= 1,749,018.9m, Y=5,424,317.4m)</i>

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 05/09/17

(Principal Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Kate Clarke
Address: 46A Wright Street, Mount Cook
Agree: Yes

Pedestrian crossing in front of a school is very logical.

Submitter: Grant Clarke
Address: 46A Wright Street, Mount Cook
Agree: Yes

Seems totally logical.

Submitter: Flavia Machado
Address: 123 The Parade, Island Bay
Agree: Yes

There is no safe place to cross around school.

Submitter: Michael Lowe
Address: Flat 2, 42 Porritt Avenue, Mount Victoria
Agree: Yes

Have you considered making the pedestrian crossing a raised table? So gives highest provision possible to pedestrian safety and traffic calming.

Officer's Response: Considerations to install traffic calming on Russell Terrace as a means to slow traffic in advance of the zebra crossing have also been undertaken. The traffic volume of approximately 10,000 vehicles per day on Russell Terrace, which is also a main collector route to and from the south, represents a large transport catchment with limited appropriate alternative routes. Traffic calming in the form of speed cushions and a platform or raised zebra crossing are, therefore, not the preferred option on this route. The proposal is to install buff coloured anti-skid surfacing on each approach in advance to the crossing to alert motorists and to improve braking in advance of the crossing

Submitter: Traci Liddall
Address: South Wellington Intermediate School
Agree: Yes

South Wellington Intermediate School Board of Trustees supports the proposed installation of a pedestrian crossing on Russell Terrace and are happy with the plans as notified.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn, Wellington
Agree: Yes

Support proposal.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

When I lived in Berhampore this was an important walking route to Newtown shops, and many of those walking are elderly and will also benefit from the crossing. It will also help break up traffic, making crossing in other parts of Russell Terrace easier. And it will help slow traffic, which will have benefits to other users of the street.

However, it is important to realise that zebra crossings do not in themselves make people safe. A lot of pedestrians are hit on crossings, partly because they assume they will be safe and lower their vigilance.

That can be solved in this case by:

1. Putting in kerb extensions, so that pedestrians are visible to motorists before they step out.
2. Doing other amenity work around the crossing to make the area look less like a street, and to increase the amount people presence in the area.

There is already a seat there (according to google maps), and space on the school side (the agapanthus bank) to put more seating. The Growing Places Charitable Trust that I chair could help with that work.

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

We support the proposal.

This is an important walking route to Newtown shops, and many of those walking are elderly and will benefit from the crossing. It will also help break up traffic, making crossing in other parts of Russell Terrace easier. And it will help slow traffic, which will have benefits to other users of the street.

However, it is important to realise that zebra crossings do not in themselves make people safe. A lot of pedestrians are hit on crossings, partly because they assume they will be safe and lower their vigilance.

That can be solved in this case by:

1. Putting in kerb extensions, so that pedestrians are visible to motorists before they step out.
2. Doing other amenity work around the crossing to make the area look less like a street, and to increase the amount people presence in the area.

There is already a seat there (according to Google Maps), and space on the school side (the agapanthus bank) to put more seating.

Officer's response: There are kerb extensions already in place, and together with the added no stopping restrictions clear sight lines to pedestrians waiting to cross will be provided. We are currently not looking at adding additional street furniture into this area.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 77 – 17

Location: Cuba Street, between Wakefield Street and Manners Street

Proposal: Cycle Connection

Information: Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The current Cycleways Programme has allocated \$1.5 million for minor improvements in the central area. The changes proposed by this report are some of the first investments of this programme. Other proposals for the central area are currently being developed and are expected to come before the City Strategy Committee later in 2017.

Connectivity is one of the three key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve accessibility and permeability for cyclists by providing a more convenient connection through Cuba Street between Wakefield Street and Manners Street.

This section of Cuba Street has a one-way restriction which allows general traffic to travel only northbound from Manners Street towards Wakefield Street. The average daily traffic volume is in the order of 570 vehicles per day. The current speed limit is 10 km/h.

There are a number of key destinations in the vicinity of this location. They include Cuba Mall, Michael Fowler Centre, Wellington City Council and Weltec Wellington CBD campus.

The cycle connection from Civic Square towards the Cuba Mall area is poor as there is little provision for cycling on Victoria Street between the civic centre and Manners Street.

Given the low traffic volume and the presence of a 10km/h shared zone on this section of Cuba Street, we propose changing the existing traffic controls to allow people on bikes to use the section of Cuba Street between Wakefield Street and Manners Street to travel in both directions in the shared zone.

This report recommends allowing people on bikes to enter Cuba Street from Wakefield Street to travel contraflow in the shared zone.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

Legal Description:

Delete from Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	No Entry - at all times	At its northern end for traffic turning off Wakefield Street.
Cuba Street	One Way Restriction	Southbound, from Wakefield Street to Manners Street.

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

Column One	Column Two	Column Three
Cuba Street	No Entry, except cycles - at all times	At its northern end for traffic from Wakefield Street.
Cuba Street	One Way Restriction, except cycles	Northbound, from Manners Street to Wakefield Street.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Joe Hewitt (Principal Advisor Transport Strategy)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 05/09/17

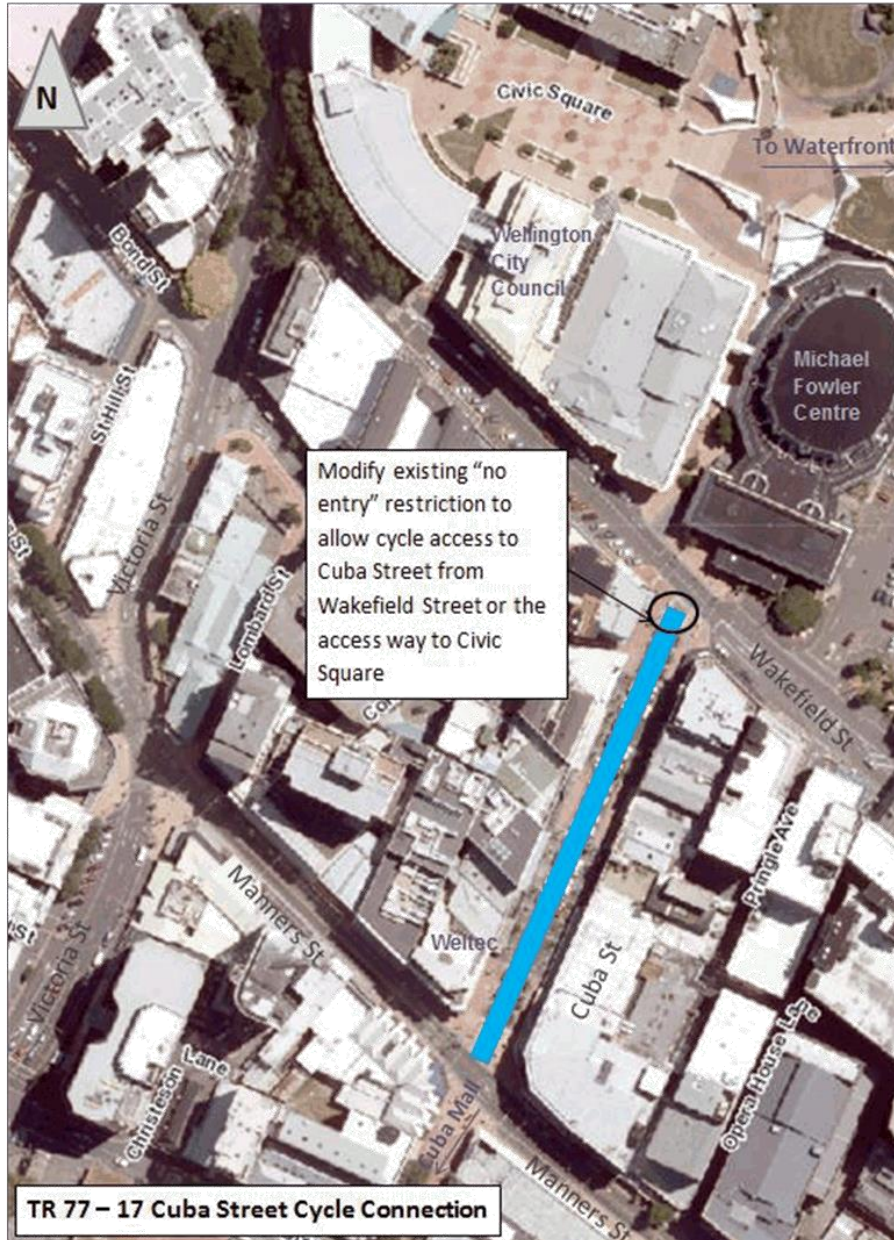
WCC Contact:

Joe Hewitt
Principal Advisor Transport Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 48038650
Email: joe.hewitt@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



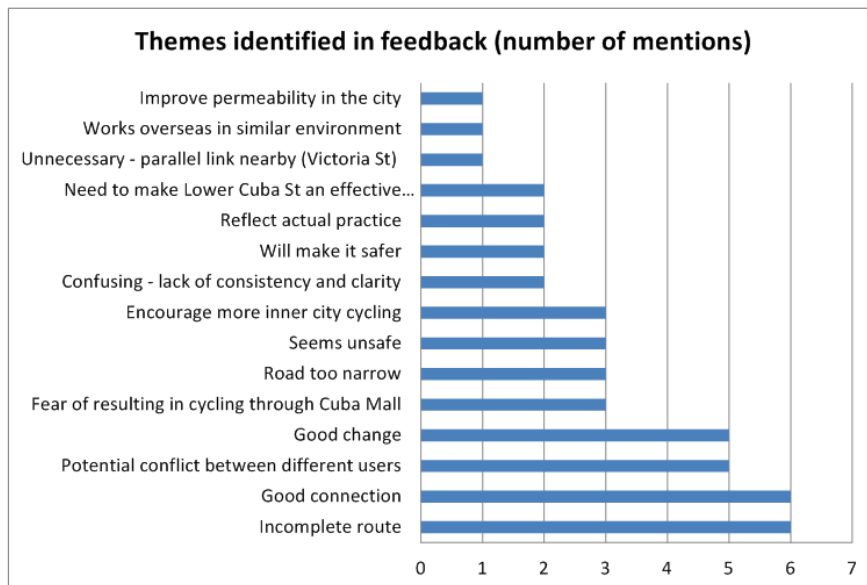
PROPOSED TRAFFIC RESOLUTION

Feedback received:

Reference	TR 77 - 17	
Location	Cuba Street, between Wakefield Street and Manners Street	
Proposal	Two-way cycle connection on 10km/h one-way shared space	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	54	74%
No	19	26%

In total, 19 objections to the proposal were received but support significantly outweighed opposition (74% vs. 26%).

Some submitters provided detailed comments and some common themes emerged from the feedback. These themes can be summarised as follows:



Note that not all negative feedback were received from submitters who answered “No” to the proposal. Some of them are from submitters who supported the overall proposal but had specific suggestions. For example, a number of submitters supported this proposal but asked the cycle provision to be further linked to the upper part of Cuba Street.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

- Confusing - lack of consistency and clarity

Officer's Response: We acknowledge that a contraflow cycle connection is new to Wellington but we have determined that this is the most appropriate way to providing a southbound cycle link between Wakefield Street and Manners Street. Shared space signs have already been provided at the Manners Street end. Additional signs will be installed at the Wakefield Street end to indicate the road is closed to motorised vehicles in the southbound direction but people on bikes can enter.

- Potential conflict between different users

Officer's Response: The potential conflicts between different road users have been assessed. It is concluded that the risk is low given the low vehicle volume and speed. Most users of this section of Cuba Street understand the road is a shared space with pedestrians having priority.

- Incomplete route

Officer's Response: We acknowledge that no dedicated cycle facility will be provided through the pedestrianised part of Cuba Street at this stage. However, this short cycle link itself serves a number of popular destinations on Lower Cuba Street such as Felix Café, Burger King, Weltec city campus, Le Cordon Bleu and other busy retailers. The existing bike parking facility at the intersection of Cuba Street/ Manners Street is well utilised.

- Fear of resulting in cycling through Cuba Mall

Officer's Response: See above. The main purpose of this cycle link is to serve the popular destinations along this section of Cuba Street. No cycle improvements will be provided beyond Manners Street heading towards south. People with bikes will need to dismount and push their bike through the mall.

- Road too narrow

Officer's Response: Lower Cuba Street is 3.50m wide where there is no parking provided and 4.2m wide where parking is provided on both sides. A typical vehicle is 2.0m wide. We consider the road width appropriate given the relatively low traffic volume and speed. This section of Cuba Street is already a shared space.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Seems unsafe

Response: The potential conflicts between different road users have been assessed. It is concluded that the risk is low given the low vehicle volume and speed. Most users of this section of Cuba Street understand the road is a shared space with pedestrians having priority.

We acknowledge that a contraflow cycle connection is new to Wellington. Some may perceive it as unsafe.

- Unnecessary - parallel link nearby (Victoria St)

Officer's Response: Victoria Street is 150m from Lower Cuba Street. It is a key through route. No dedicated cycle facility is provided between Wakefield Street and Dixon Street.

The purpose of this project is not providing a key through cycle route like Victoria Street. The short cycle link through Lower Cuba Street will serve a number of popular destinations such as Felix Café, Burger King, Weltec city campus, Le Cordon Bleu and other busy retailers. Existing cycle parking facility at the intersection of Cuba Street/ Manners Street is well utilised.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 78 – 17
- Location:** Bunny Street, between Lambton Quay and Featherston Street, Pipitea
- Proposal:** Shared zone
- Information:** Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The current Cycleways Programme has allocated \$1.5 million for minor improvements in the central area. The changes proposed by this report are some of the first investments of this programme. Other proposals for the central area are currently being developed and are expected to come before the City Strategy Committee later in 2017.

Connectivity is one of the three key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve accessibility and permeability for cyclists by providing a more convenient connection between Lambton Quay and Featherston Street.

Currently, only a small number of vehicles (Victoria University of Wellington business-related vehicles, buses, cyclists and taxis) are allowed to enter the street from Featherston Street. No traffic is allowed to enter from the Lambton Quay end. The average daily traffic volume is in the order of 500 vehicles per day. Operating speeds are generally below 15 km/h.

There are a number of key destinations in the vicinity of this location. They include Victoria University of Wellington Pipitea campus, Wellington central bus depot, Wellington Railway Station and a whole host of government organisations including the Parliamentary precinct.

The cycle connection from Lambton Quay and Molesworth Street towards the Railway Station and Thorndon Quay is poor as cycles are not allowed through the bus depot and Bunny Street between Lambton Quay and Featherston Street is for westbound one-way traffic only.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Given the high level of pedestrian activities, low traffic volume and low operating speed on this section of Bunny Street, we are proposing a shared zone be implemented that will allow pedestrians, cyclists and motorised vehicles to share the entire road space. To improve cycle connectivity, people on bikes will be permitted to enter Bunny Street from Lambton Quay and Molesworth Street.

This report recommends:

- converting the road space to a shared zone
- allowing eastbound cycle entry and through movements on Bunny Street between Lambton Quay and Featherston Street.

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Bunny Street	No Entry - at all times	No entry to Bunny Street southeast from Lambton Quay.
Bunny Street	No Entry - at all times	No entry to Bunny Street southeast bound from Lambton Quay.
Bunny Street	One Way Restriction	Commencing 35 metres northwest of its intersection with Featherston Street/Stout Street (Grid coordinates x= 1748997.9 m, y= 5428682.8 m), and extending in a north-westerly direction for 62.5 metres.

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

Column One	Column Two	Column Three
Bunny Street	Shared zone	From its intersection with Featherston Street/ Stout Street (Grid coordinates x= 1748997.9 m, y= 5428682.8 m) to its intersection with Lambton Quay (x= 1748938.9m, y= 5428760.2m).

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

Column One	Column Two	Column Three
Bunny Street	No Entry, except cyclists - at all times	No entry to Bunny Street southeast bound from Lambton Quay.
Bunny Street	No Entry, except vehicles on VUW business, taxis, buses and cyclists - at all times	No entry to Bunny Street northwest bound from Lambton Quay.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Bunny Street

*One Way Restriction,
except cyclists*

*Commencing 35 metres
northwest of its intersection with
Featherston Street/Stout Street
(Grid coordinates x= 1748997.9
m, y= 5428682.8 m), and
extending in a north-westerly
direction for 62.5 metres.*

Prepared By: Joe Hewitt (Principal Advisor Transport Strategy)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 05/09/17

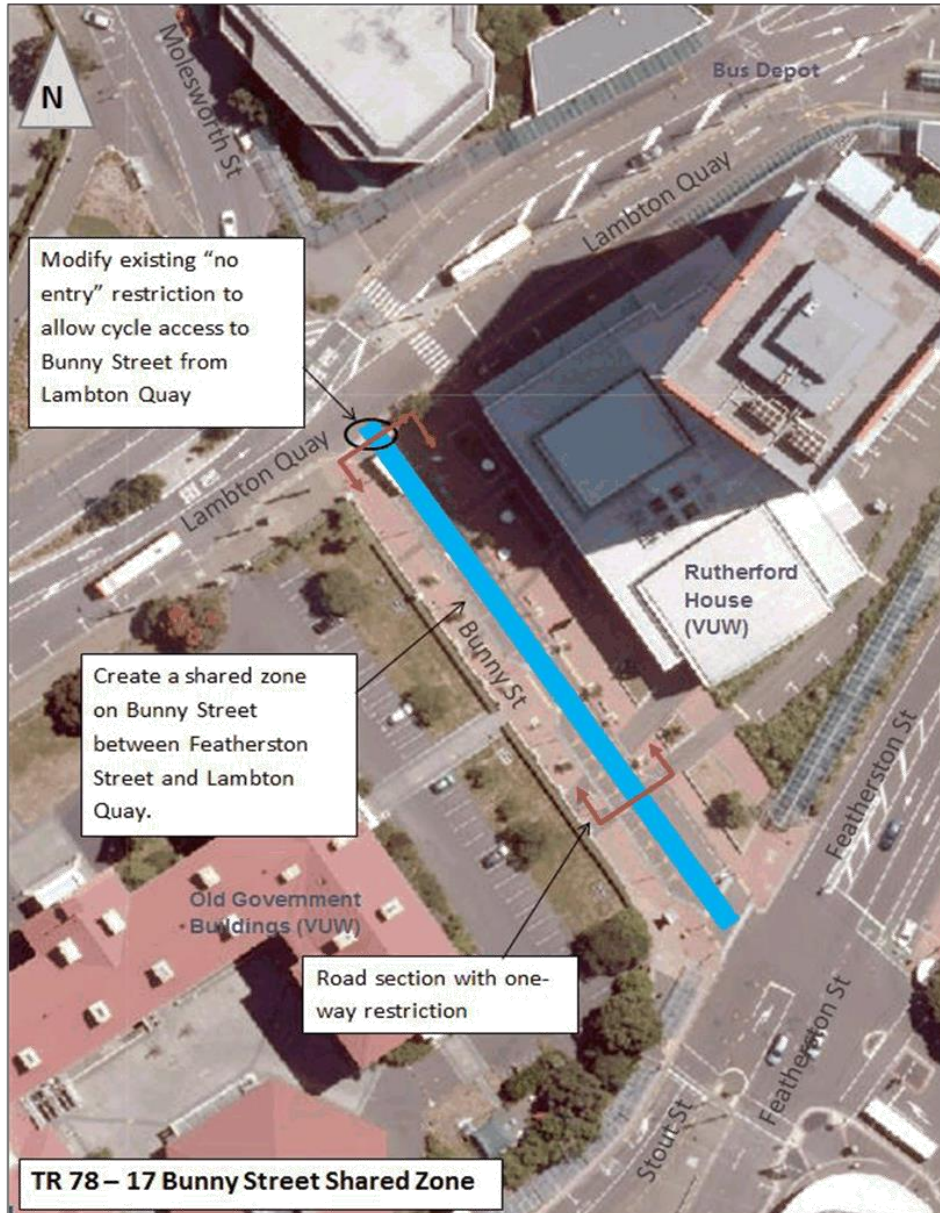
WCC Contact:

Joe Hewitt
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Reference	TR 78 - 17	
Location	Bunny Street, between Lambton Quay and Featherston Street, Pipitea	
Proposal	Shared space	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	56	95%
No	3	5%

In total, 3 objections to the proposal were received and support significantly outweighed opposition (95% vs. 5%).

Two objections provided detailed comments:

- Submitter:** Brad Gallen
Address: Karori, Wellington, New Zealand, 6012

In addition to my comments on TR 77-17 about the Cuba St shared zone (which can be applied to any shared zone); I feel I should note the ongoing removal of parking spaces by WCC in this and several other resolutions. Two here, six there, over the course of several years; it is becoming increasingly difficult to find street parking in Wellington city, especially on weekends. The private parking buildings charge exorbitant prices, and the current public transport system is inconvenient; a drive from Karori that is ten minutes by car takes more than half an hour on a bus, and doesn't even service our neighbourhood. We are a family of five (who also tend to travel with a dog that is not permitted on PT) which makes for an expensive & long trip. I understand the desire to move people to public transport but do not punish those for whom it is not practical, and do not try to make people move by starving them of alternatives.

Officer's response:

No parking will be affected by this proposal.

- Submitter:** Hamish Reid
Address: Johnsonville, Wellington, NZ ,6037

This is a terrible idea much like the island bay cycle way. Listen to the masses and ditch these silly ideas of what might work. myself and other cyclists do not see this as being beneficial or safer than current road conditions.

Officer's response:

Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Connectivity is one of the three key themes for improvement identified during the working group meetings for the Wellington City central area minor cycle improvements project. Provision of safe and convenient

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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connections improves cycle accessibility and permeability in the city. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes aim to improve accessibility and permeability for cyclists by providing a more convenient connection between Lambton Quay and Featherston Street.

Given the high volume of pedestrian movements, low traffic volume and low operating speed on this section of Bunny Street, we believe the proposed shared zone is appropriate.

56 submissions (95%) we received during the public consultation supported the proposed work.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Reference: TR 79 – 17

Location: Grey Street and Featherston Street, Wellington Central

Proposal: Relocate motorbike parking and provide bicycle parking

Information: Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The current Cycleways Programme has allocated \$1.5 million for minor improvements in the central area. The changes proposed by this report are some of the first investments of this programme. It aims to increase the availability of cycle parking in the city centre. Other proposals for the central area are currently being developed and are expected to come before the City Strategy Committee later in 2017.

Provision of safe and convenient cycle parking is an essential element for promoting cycling and encouraging people to get on a bike. It is one of the cheapest and easiest infrastructural changes to support cycling as a travel choice. Well placed and well used cycle parking not only provides an essential facility for cyclists but also helps promote cycling as a mode. More bikes in public places will improve exposure and help cycling become a “norm” in the city.

A combined public toilet /changing and washing facility is located on Grey Street near Featherston Street. There is no cycle parking facility near this site and the nearest bike racks are located a block away on Panama Street. Bikes are often seen locked up against sign posts and causing obstruction to the pedestrian thoroughfare.

We propose installing high quality storage for at least 20 bikes outside this combined public changing/washing/toilet facility to improve the trip-end experience for people using bikes in this area.

This report recommends:

- Converting the existing motorbike parking bay on Grey Street to a bicycle parking facility;
- Relocating the motorbike parking bay around the corner to Featherston Street by removing two P120 Pay & Display car parks. The motorcycle parking supply will remain unchanged.

PROPOSED TRAFFIC RESOLUTION

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

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Grey Street	Motorcycle Parking - at all times	South side, commencing 8 metres west of its intersection with Featherston Street (Grid Coordinates X=2658757.168248 m, Y=5989830.258654 m) and extending in a westerly direction following the kerbline for 12.5 metres.
Featherston Street	Motorcycle Parking - at all times	West side, commencing 10.5 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the western kerbline for 2.5 metres.

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

Column One	Column Two	Column Three
Featherston Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 13 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the kerbline for 38 metres.

PROPOSED TRAFFIC RESOLUTION

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

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

Column One	Column Two	Column Three
Grey Street	<i>Bicycle Parking – at all times</i>	<i>South side, commencing 8 metres west of its intersection with Featherston Street (Grid Coordinates X=2658757.168248 m, Y=5989830.258654 m) and extending in a westerly direction following the kerbline for 12.5 metres.</i>
Featherston Street	<i>Motorcycle Parking - at all times</i>	<i>West side, commencing 10.5 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the western kerbline for 15.5 metres.</i>

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

Column One	Column Two	Column Three
Featherston Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 26 metres south of its intersection with Grey Street (Grid coordinates x= 1748743.0 m, y= 5428114.4 m), and extending in a southerly direction following the kerbline for 25 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Joe Hewitt (Principal Advisor Transport Strategy)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 05/09/17

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

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

Feedback received:

Reference	TR 79 - 17	
Location	Grey Street and Featherston Street, Wellington Central	
Proposal	Relocate motorbike parking and provide bicycle parking	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	57	95%
No	3	5%

In total, 3 objections to the proposal were received and support significantly outweighed opposition (95% vs. 5%).

Two objections provided detailed comments:

- 1. Submitter: Hamish Gordon**
Address: Northland, Wellington, New Zealand, 6012

I don't think these cycle parks are needed. There are already cycle parks on Lambton Quay about 30m away and I really haven't noticed that many cyclists parking their bikes in that area.

Officer's response:

We propose installing bike racks outside this combined public toilet/ changing and washing facility on Grey Street to improve the trip-end experience for people using bikes in this area. The purpose of this bike parking is to accommodate long stays. Bike racks provided along Lambton Quay serve a different purpose as they mainly cater for shorter term stays for the people visiting the shops and offices in the area.

Provision of safe and convenient cycle parking is an essential element for promoting cycling and encouraging people to get on a bike. It is one of the cheapest and easiest infrastructural changes to support cycling as a travel choice. Well placed and well used cycle parking not only provides an essential facility for cyclists but also helps promote cycling as a mode of transport. More bikes in public places will improve exposure and help cycling become the "norm" in the city.

57 submissions (95%) we received during the public consultation supported the proposed work.

- 2. Submitter: Hamish Reid**
Address: Johnsonville, Wellington, NZ ,6037

This is a terrible idea much like the island bay cycle way. Listen to the masses and ditch these silly ideas of what might work. myself and other cyclists do not see this as being beneficial or safer than current road conditions.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Provision of safe and convenient cycle parking is an essential element for promoting cycling and encouraging people to get on a bike. It is one of the cheapest and easiest infrastructural changes to support cycling as a travel choice. Well placed and well used cycle parking not only provides an essential facility for cyclists but also helps promote cycling as a mode. More bikes in public places will improve exposure and help cycling become the "norm" in the city.

A combined public toilet /changing and washing facility are located on Grey Street near Featherston Street. However, no cycle parking facility has been provided at this site and the nearest bike racks are located a block away on Panama Street. Bikes are often seen locked up against sign posts and causing obstruction to the pedestrian thoroughfare.

We propose installing bike racks outside this combined public toilet/ changing and washing facility to improve the trip-end experience for people using bikes in this area.

A total of 57 submissions (95%) received during the public consultation supported the proposed changes.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 81 – 17

Location: Rugby Street, between Adelaide Road and Tasman Street

Proposal: Cycle lane

Information: Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The current Cycleways Programme has allocated \$1.5 million for minor improvements in the central area. The changes proposed by this report are some of the first investments of this programme. Other proposals for the central area are currently being developed and are expected to come before the City Strategy Committee later in 2017.

Connectivity is one of the three key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve connectivity and safety for people on bikes by providing a better cycle connection along Rugby Street between Adelaide Road and Tasman Street.

Rugby Street between Adelaide Road and Belfast Street is part of State Highway 1 and is adjacent to the Basin Reserve. There is a very high traffic volume on this section of approximately 19,300 vehicles per day. The section of Rugby Street between Belfast Street and Tasman Street is classified as a collector road and currently has a much lower traffic volume, estimated at 2,500 vehicles per day. There is a 50 km/h speed limit along the entire length of Rugby Street. We have observed up to 150 people riding bikes on Rugby Street travelling towards the CBD in the morning peak hours. The level of service for people on bikes is poor at this location as there is no dedicated cycle lane.

We propose installing a 1.6m wide cycle lane on Rugby Street from Adelaide Road to Tasman Street to improve cycle connectivity and safety. The traffic island near the intersection of Rugby and Belfast streets will be modified to create more road space for the cycle lane. A short section of coupon parking outside 73 - 85 Rugby Street, which currently provides six on-street carparks, will be removed.

The New Zealand Transport Agency supports this proposal.

This report recommends:

- installing a cycle lane on Rugby Street from Adelaide Road to Tasman Street.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

Legal Description:

Add to Schedule 1 (Cycle Lane) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Rugby Street</i>	<i>Cycle lane</i>	<i>Westbound, from Adelaide Road to Tasman Street.</i>

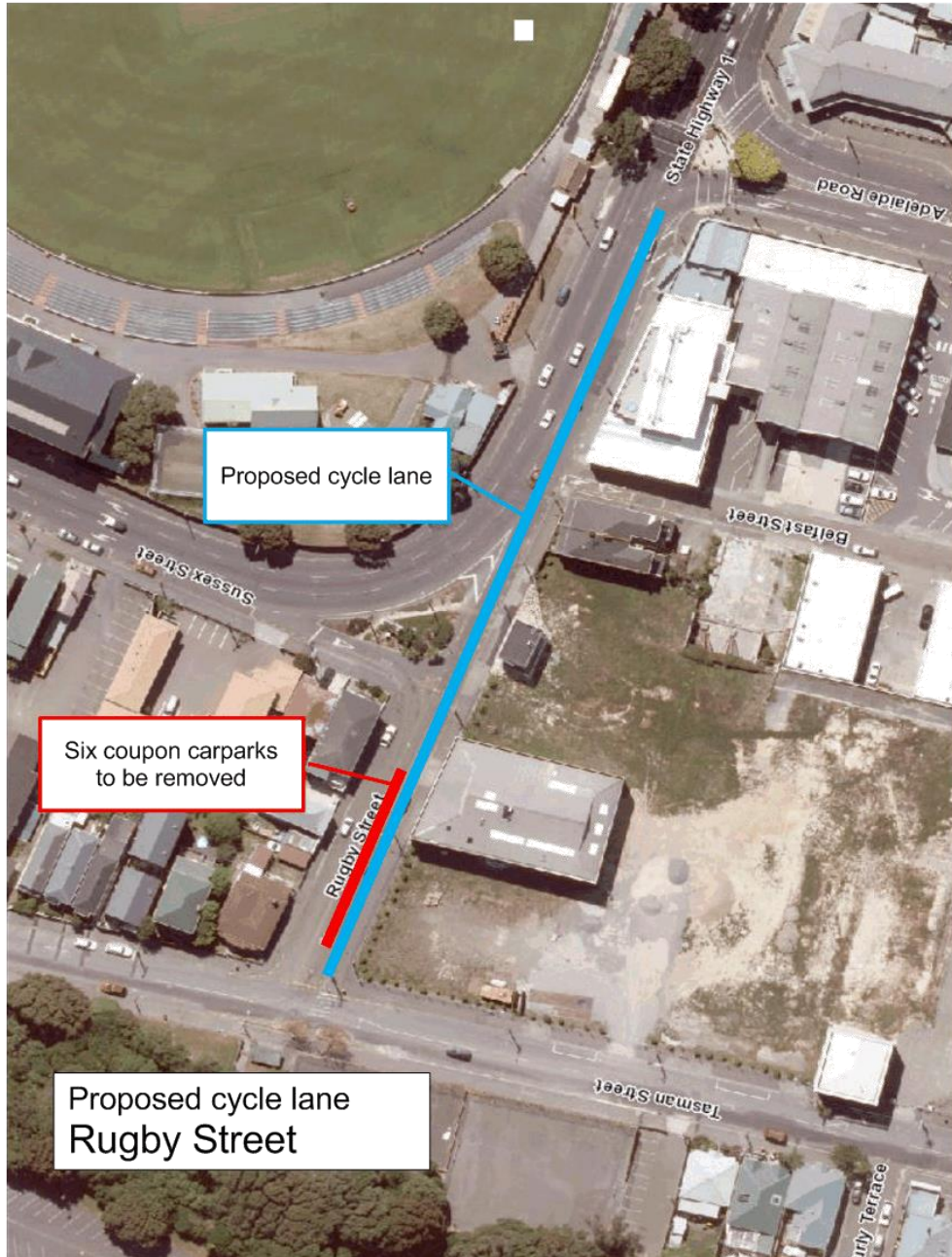
Prepared By: Joe Hewitt (Principal Advisor Transport Strategy)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 05/09/17

WCC Contact:

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Wellington City Council
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan

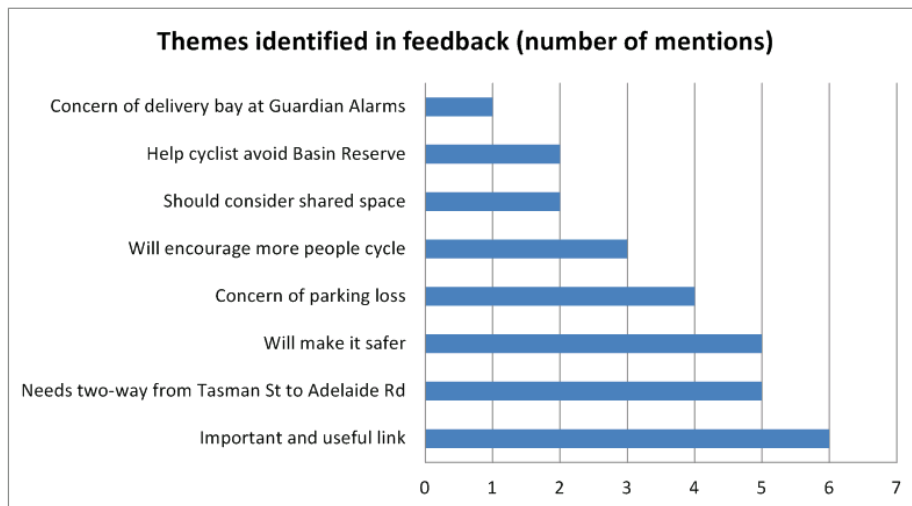
PROPOSED TRAFFIC RESOLUTION

Feedback received:

Reference	TR 81 - 17	
Location	Rugby Street, between Adelaide Road and Tasman Street	
Proposal	Cycle lane	
Decision Sought	Number of submitters who selected this option	Percentage of total submitters
Yes	57	90.5%
No	6	9.5%

In total, 6 objections to the proposal were received but support significantly outweighed opposition (90.5% vs. 9.5%).

Some submitters provided detailed comments and some common themes emerged from the feedback. These themes can be summarised as follows:



Note that not all negative feedbacks were received from submitters who answered “No” to the proposal. Some of them are from submitters who supported the overall proposal but had specific suggestions. For example, most submitters who suggested a two-way cycle way between Adelaide Road and Tasman Street supported this proposal.

- Needs two-way from Tasman St to Adelaide Rd

Officer’s Response: Two-way cycle way on Rugby Street between Adelaide Road and Tasman Street has been considered. It is not feasible to create such a facility without further removing car parks on the northern side of the road or reducing the width of the footpath.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

It has been decided that the creation of the one-way cycle lane from Adelaide Road to Tasman Street will be proposed first while more comprehensive improvements can be investigated through the Southern Corridor Cycleway project.

- Concern of parking loss

Officer's Response: Our parking survey near this site has confirmed that the number of parking spaces available in the area will still be adequate with the proposed removal of 6 spaces. Overall, over 65 coupon parking spaces will still be available on Rugby Street, Sussex Street and Tasman Street.

We consider that the parking loss is not significant given over 2,500 vehicles and 150 cyclists travelling through this section of Rugby Street will benefit from the proposed improvement.

- Concern of delivery bay at Guardian Alarms

Officer's Response: The conflict between cars turning into 73 Rugby Street (Guardian House) and the pedestrians and cyclists has been assessed. The event is very infrequent and the risk is considered low. As the conflict already exists, the removal of coupon parking and the introduction of a one-way cycle lane will reduce the likelihood of this conflict and significantly improve the safety of people travelling on bikes.

- Should consider shared space

Officer's Response: Shared space on Rugby Street between Belfast Street and Tasman Street has been considered. It is not feasible to create such facility without downgrading this section of Rugby Street to a quiet local road. This does not align with the current function of the road.

The section of Rugby Street between Belfast Street and Tasman Street is classified as a collector road and currently has an estimated traffic volume of 2,500 vehicles per day. The speed limit is a 50 km/h.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 85 – 17

Location: Mairangi Road - Wadestown

Proposal: No stopping at all times

Information: It has brought to our attention that some vehicles are parking close to the bend opposite 17-21 Mairangi Road. The road is a significant thoroughfare and often a driver's speed is not according to the horizontal curvature and safe stopping sight distance available. The parked vehicles are forcing through traffic to drive in the opposite direction on a blind corner and there have been some near misses. To prevent this from happening and to improve the public safety, officers propose a section of broken yellow lines on this bend as shown in the plan attached.

Net parking loss: 6 parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

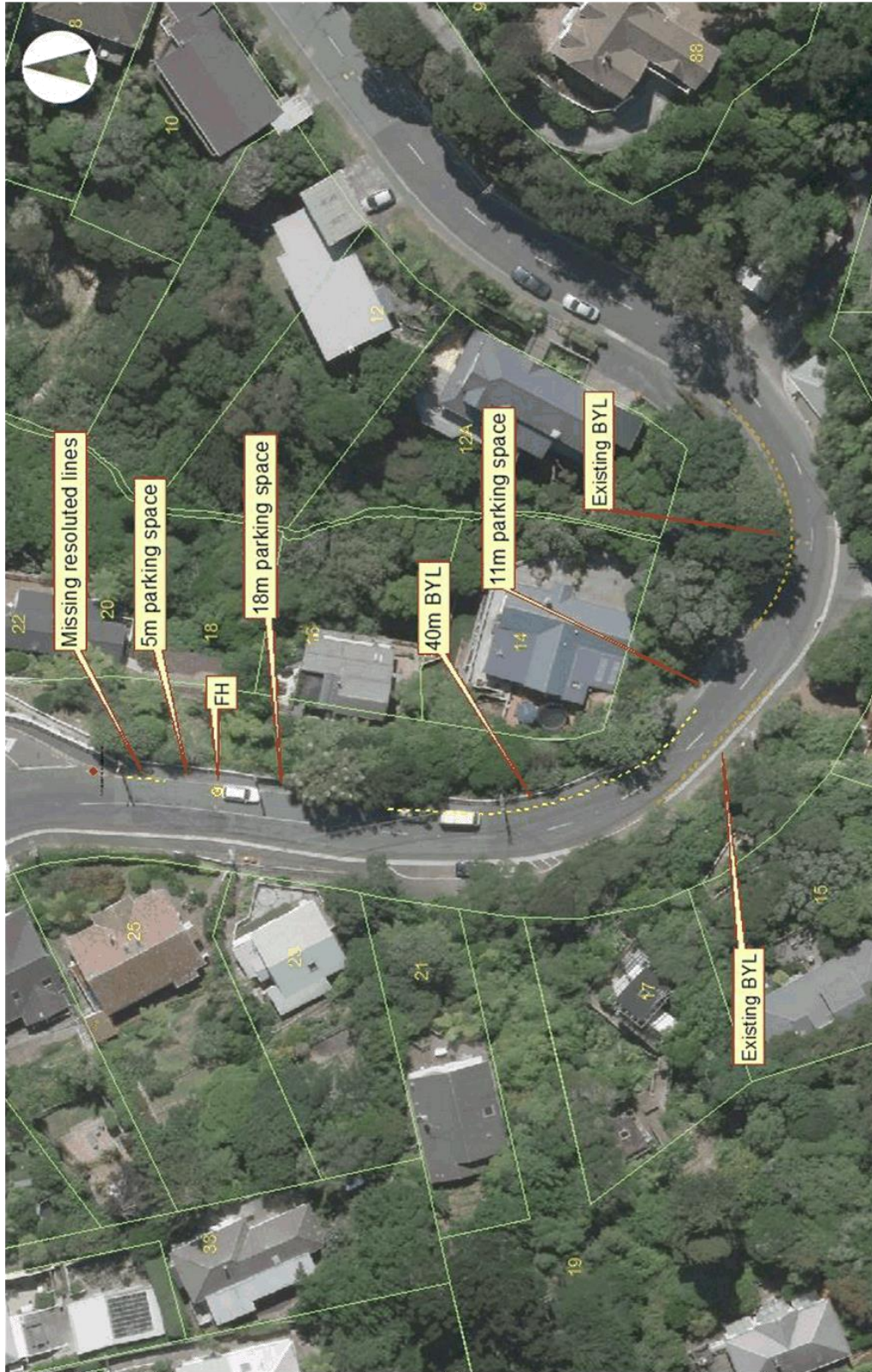
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mairangi Road	<i>No stopping at all times</i>	<i>East side, commencing 33.5 metres south of its intersection with Lytton Street (grid coordinates x= 1,748,267.2 m, y= 5,430,527.9 m), and extending in a southerly direction following the eastern kerblines for 40 metres.</i>

Prepared By: Lubna Abdullah (Northern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 05/09/17

WCC Contact:

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Mairangi Rd Wadestown TR (85 - 17)
Proposed NSAAT On Bend opposite 17 - 21

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Grant Clarke
Address: 46a Wright Street, Mount Cook
Agree: Yes

Seems pragmatic.

Submitter: Rose Christian
Address: Flat 1, 80 Hobson Street, Thorndon
Agree: Yes

Been necessary for years.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: Yes

I support the proposal. I note on google maps that you have put bollards on part of the footpath, presumably to stop illegal parking. I would like to know:

1. Why they are in footpath space, further narrowing an already narrow footpath, not in car space?
2. What will be done to ensure that the new dotted yellow lines are respected, and people do not just park on the footpath?

Submitter: Mike Mellor
Address: Living Street
Agree: Yes

We support the proposal. We note on Google Maps that there are bollards on part of the footpath, presumably to stop illegal parking. We would like to know:

1. Why they are in footpath space, further narrowing an already narrow footpath, not in car space?
2. What will be done to ensure that the new broken yellow lines are respected, and people do not just park on the footpath?

Officer's response:

Parking Services will be deployed to enforce the new no stopping restrictions. The bollards will be inspected.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 86 – 17
- Location:** Box Hill - Khandallah
- Proposal:** No stopping at all times
- Information:** There are already existing broken yellow lines on Box Hill south of Baroda Street, however, due to the grade of Box Hill and currently parked vehicles, the sightline for drivers turning right out of Baroda St is partially obstructed and the cars have to inch out to gain a full view of the traffic approaching from the south. Therefore, officers propose the removal of one extra space to improve the drivers' sightlines.

Net parking loss: 1 parking space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Box Hill	No stopping at all times	West side, commencing 5 metres of its intersection with Baroda Street (grid coordinates x= 1,750,186.2 m, y= 5,432,816.9113 m), and extending in a southerly direction following the western kerbline for 12 metres.

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

Column One	Column Two	Column Three
Box Hill	No stopping at all times	West side, commencing at its intersection with Baroda Street (grid coordinates x= 1,750,186.6414 m, y= 5,432,816.9113 m), and extending in a southerly direction following the western kerbline for 23 metres.

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 05/09/17

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Box Hill Khandallah TR (86 - 17)
Proposed NSAAT Restriction

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Paula Warren
Address: Flat 2, Wesley Road, Kelburn
Agree: Yes

I have not comment on the proposal, but note that google maps indicates that this is another of those places where WCC has put a strange while line along the shoulder. It doesn't creat a cycling route. It doesn't create carparks that are the right size. In many parts of Wellington (and other cities) these sorts of lines just make drivers feel that their precious car will only be safe if partly pared on the grass verge or footpath. What is the line for?

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

We have no comment on the proposal, but note that Google Maps indicates that this is one of those places where WCC has put a strange white line along the shoulder. It doesn't create a cycling route, nor carparks that are the right size. These sorts of lines appear to make drivers feel that their car will be safe only if partly parked on the grass verge or footpath (Ohiro Rd being a particularly bad example). What are they in fact for? We suggest that all these lines be reviewed, and removed if they could be seen to be encouraging parking on the footpath.

Officer's response:

The white line is on the edge line to delineate the traffic lane. In this case it provides guidance to drivers past the kerb buildout at the zebra crossing.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 87 – 17
- Location:** Nicholson Road - Khandallah
- Proposal:** No stopping at all times
- Information:** It has been brought to our attention that vehicles, on occasion, are parking close to the bend in front of # 36 and opposite #37-39 Nicholson Road. The parked vehicles are forcing through traffic to drive in the opposite direction on a blind corner. To improve public safety and prevent near misses, officers propose 19m broken yellow lines on this bend, and to confirm the existing broken yellow lines on the rest of the bend, as shown in the plan attached.

Net parking loss: 3 parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Nicholson Road	<i>No stopping at all times</i>	<i>South side, commencing 38 metres east of its intersection with Torwood Road (grid coordinates x= 1,749,997.0202 m, y= 5,432,152.5083 m), and extending in an easterly direction following the southern kerbline for 61.5 metres.</i>

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 05/09/17

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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



Nicholson Rd Khandallah TR (87 - 17)
Proposed NSAAT On Bend

PROPOSED TRAFFIC RESOLUTION

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

Feedback received:

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: Yes

I have no comment on the proposal. But I note on google maps that this is one of those streets without a footpath on both sides, and with (on the day the photo was taken) a lot of parking blocking the bits of footpath on the other side. There should be consideration of the safety of pedestrians, and reallocation of road space for pedestrian safety if that is required.

Officer's response:

WCC are currently reviewing and addressing footpath provision in the city and have a priority list for footpath improvements.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 88 – 17

Location: Redwood Avenue - Tawa

Proposal: No stopping at all times

Information: Officers, last year, installed broken yellow lines on part of the inner radius curve to take into consideration the limited forward visibility and with cars having to cross the centreline to pass parked vehicles. The scheme improved the safety concerns and maintained on street parking. However, officers are still receiving phone calls and enquiries from the public requesting that the broken yellow lines be extended on the remainder of the curve to facilitate safer vehicle movements on this bend albeit the forward visibility and the stopping time/distances are better than the early section treated with the no stopping restriction. Therefore, officers propose to extend the no stopping lines to cover the whole length of the inner radius curve as shown in the plan.

Net parking loss: 6 parking spaces

In response to this feedback, Officers have made the decision to stop the no stopping restrictions between the boundary of No 21 and No 19 as shown in the plan.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Redwood Ave	<i>No stopping at all times</i>	<i>South side, commencing 227.5 metres west of its intersection with Main Road, Tawa (Grid Coordinates X=1,753,107.84 m, Y=5,439,964.16 m) and extending in a westerly direction following the southern kerb-line of Redwood Avenue for 35.5 metres.</i>

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

Column One	Column Two	Column Three
Redwood Ave	<i>No stopping at all times</i>	<i>South side, commencing 187.5 metres west of its intersection with Main Road, Tawa (Grid Coordinates X=1,753,107.84 m, Y=5,439,964.16 m) and extending in a westerly direction following the southern side for 75 metres.</i>

Prepared By: Lubna Abdullah (Northern Area Traffic Engineer)
 Approved By: Steve Spence (Chief Transport Advisor)
 Date: 05/09/17

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

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



1:500
metres
0 10 20 40

Absolutely
POSITIVELY
Me Heke Ki Pōneke Wellington
Wellington City Council

ORIGINAL MAP SIZE: A3
DATE: 26/03/2017
AUTHOR: S0821
REFERENCE:

MAP PRODUCED BY:
Wellington City Council
101 WILSON STREET
WELLINGTON, NZ

Redwood Ave Tawa - TR (88 - 17) Amendment
Proposed NSAAT On Curve

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Peter and Alison Davies
Address: 14 Redwood Avenue, Tawa
Agree: No

We feel the proposed no parking broken yellow line should STOP at the driveway to No 19 Redwood Ave, near the boundary with No 21 but NOT be in front of No 19. This will still give good visibility to traffic coming around the corner.

Submitter: Malcolm Davidson
Address: Not known
Agree: No

I agree extending the no stopping area is necessary but don't agree that it should be extended as far as is proposed. I believe having the no stopping area go as far as the boundary between 21 and 19 Redwood Ave (i.e., up to the driveway of number 19) is sufficient for safety and traffic flow whilst ensuring sufficient parking is available.

Officer's response:

In response to this feedback, Officers have made the decision to stop the no stopping restrictions between the boundary of No 21 and No 19 as shown in the plan.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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- Reference:** TR 89 – 17
- Location:** Wadestown Road - Wadestown
- Proposal:** No stopping at all times
- Information:** It has been brought to our attention that some commuters are parking close to the bend opposite to 65-67 Wadestown Road. The parked vehicles are forcing through traffic to drive over the centreline and into the opposing traffic lane on a blind corner. To improve public road safety and prevent near misses, officers propose 33m broken yellow lines on this bend as shown in the plan attached.

Net parking loss: 6 parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Wadestown Road	<i>No stopping at all times</i>	<i>East side, commencing 143 metres south of its intersection with Lennel Road (grid coordinates x= 1,748,748.5738 m, y= 5,430,671.2976 m), and extending in a southerly direction following the eastern kerbline for 33 metres.</i>

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **05/09/17**

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

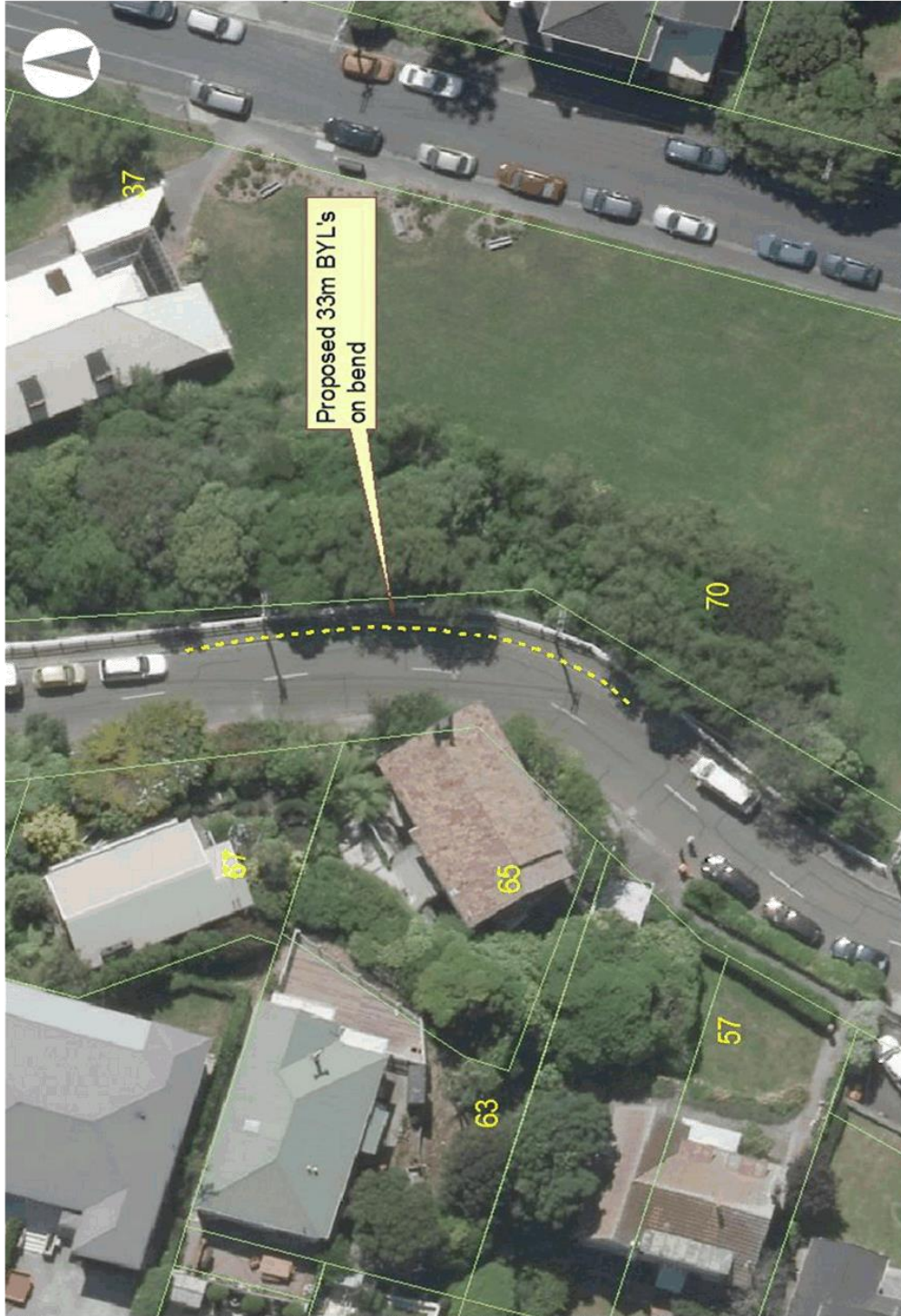
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Item 2.2 Attachment 10

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Wadestown Rd Wadestown TR (89 - 17)
Proposed NSAAT On Bend

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Rose Christian
Address: Flat 1, 80 Hobson Street, Thorndon
Agree: Yes

Been necessary for a while. Also needed on the uphill corner of Wadestown Road and Sefton Street.

Submitter: Jonathan Waswo
Address: 63 Wadestown Road, Wadestown
Agree: Yes with changes

Agree in part

The proposal is a good initiative from the council but in our view needs some adjustment.

- the yellow line extends too far along the road to the North. Yellow lines should stop approximately at the powerpole. This will still allow cars to move to the left (if travelling south) before the blind corner and retain one, perhaps two car lengths.
- the yellow line should extend south (towards town) on outside of bend until the white markings begin (where the road is wider). People generally (and logically) park their cars on the residents and houses side so they don't have to cross the road. If anyone parked their car on the park side (in addition to cars parked on residents side) only one lane is available for traffic flow next to blind corner (everyone passing through will be over the centre line). In addition if a person parks car opposite 65 Wadestown Road garage the driver existing garage must straddle centre line to turn left or right (if car(s) parked on inside of bend to left of driveway or opposite the driveway). We believe extending the yellow line is supported by at least one other resident.
- there should also be a yellow line on the inside of the blind corner. If cars were parked on this side too the same issue you're trying to prevent.

I have marked yellow lines in the attached to illustrate what would reflect current practice (cars park on residents side and not on park side up until white markings to south) and what we think is the safest outcome for the residents.

If there is a concern about taking up "theoretical" parking spaces for the park - persons remain able to park on either side of Moorehouse (as well as parking on remaining parts of Wadestown Road that are not yellow marked on park side or on residents side).

PROPOSED TRAFFIC RESOLUTION

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

Further email received -

After having another look at where the power pole is I think the yellow lines should actually be another car length further to north. It's a bit close to the corner otherwise. This means the yellow lines from northern end start about a car length further south from where the council has proposed.

Officer's response:

Officers cannot extend the proposed no stopping restrictions in this traffic resolution. We intend to put in the proposal consulted upon and monitor the situation on this road.

Submitter: Chris Abbott
Address: Not known
Agree: Yes

This makes good sense to us.

However, we recommend that the no parking is extended further around the road from our property and garage at 57 Wadestown Road. People periodically park across the road from the steps of 65.

The satellite image of your letter shows the problem where a car parks across from the garage at 57 Wadestown Road. Firstly, it creates a very narrow roadway between the cars parked, and cars frequently have to stop and reverse back behind the parked cars along the front of 57 Wadestown Road, to allow someone coming through. From our perspective (as owners of 57 Wadestown Road, it also makes it very difficult to safely exit from our garage.

Submitter: Patricia Fraser
Address: 75 Wadestown Road, Wadestown
Agree: No

I agree that this corner is has become more dangerous, but think the proposed solution has defects. I have walked and driven both directions of this stretch of road countless times since moving to no.75 in 1993. There has never, to my knowledge, been an accident in the area, but there have been changes in recent years that make one more likely. Previously cars rarely parked on the west side of the street, but now three cars park regularly in front of no. 57 (as in your photo). At the same time, vehicles continue to park on the east (seaward) side of the street (one shows in your photo). To pass parked vehicles, cars coming from either direction must cross the centre line. That is the case along much of the preceding drive up Wadestown Road, so people generally pass with care. However, when cars are parked on both sides of the road, cars that come from opposite directions cannot pass one another between them. The greatest risk of accident that I've observed is when cars have

PROPOSED TRAFFIC RESOLUTION

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had to suddenly brake to avoid colliding there. The risk is increased by a lack of visibility that doesn't show in your photo. At the bottom edge of Philip Myers Park (to the east of the road) is a telegraph pole. Directly past that pole the road curves sharply. Heading south, visibility is blocked by large trees just north of the telegraph pole, so that oncoming traffic is not seen until it is close to the parked cars and is already pulling out over the centre line. These large trees have grown and filled out, especially in recent years. If some trees / foliage were removed, people wouldn't be driving blind into that corner. (As an aside, I am a Trustee of the Village Green Trust, which has an MOU with WCC to care for this area, and have raised this issue at a recent Trustee meeting. However, while we can recommend it, such major work would have to be agreed upon and carried out by WCC.) The section of road just south of the corner would be much safer if the no-stopping line continued on from where it currently ends to approximately the front of the white vehicle shown in your photo on the east side of the road. Car space is at a premium on this section of road. If the no-stopping line is put in place as now shown, cars that currently park opposite the area between houses 65 and 67 are likely to instead be parked where that line ends, very close to the corner. (While there are none in your photo, there would usually be 1-3 cars in front of those shown opposite no. 67.) However, I don't see a need for the no-stopping line to extend quite as far north as currently shown, because no-one has ever parked their car on the west side of the road north of the corner (beside no. 65, 67, and beyond your photo), which means there is room for cars going opposite directions to pass one another. It might be helpful to put a no-stopping line on the west side of the corner, which would also alert people to the need to stay in / return to their lane going around that corner. I request you consider changing the current line to start around where the shadow of a telegraph pole shows on your photo (south of where currently placed), allowing for another parking space north of the corner. Doing this, and extending the line further south, would make the no-stopping areas more-or-less the same length either side of the corner. I believe that would be the safest solution, along with some tree clearance as mentioned above.

Officer's response:

We have considered your feedback. Officers are currently satisfied that the no stopping restrictions proposed will increase the sight lines around this corner and increase the safety on this road. The situation, will however, be monitored.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: Yes

I have no objection to the proposal, but would request that you ensure adequate enforcement to stop cars parking on the footpath. Given that there is only one footpath, that would be particularly problematic in Wadestown Road.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

We have no objection to the proposal, but would request that you ensure adequate enforcement to stop cars parking on the footpath. Given that there is only one footpath, that would be particularly problematic in Wadestown Road.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 90 – 17
- Location:** Salamanca Road - Kelburn
- Proposal:** No stopping at all times
- Information:** It has been brought to our attention that customers exiting the Kelburn Club carpark have limited visibility to moving vehicles on Salamanca Road, particularly, the sightline for traffic heading uphill to Kelburn Parade. Visibility is reduced due to the curvature of the road and parked vehicles south the carpark exit. Therefore, officers propose the removal of two P120 car spaces to improve the driver's sightline and public road safety.

Net parking loss: 2 parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Salamanca Road	<i>P120 Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 156.5 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 74.5 metres.</i>

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

Column One	Column Two	Column Three
Salamanca Road	<i>No stopping, at all times</i>	<i>North side, commencing 231 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 16.5 metres.</i>

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

Column One	Column Two	Column Three
Salamanca Road	<i>P120 Mon- Sun, 8:00am - 6:00pm</i>	<i>North side, commencing 152 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 63 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Salamanca Road	<i>No stopping, at all times</i>	<i>East side, commencing 215 metres north of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a northerly direction following the eastern kerbline for 30 metres.</i>

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 05/09/17

WCC Contact:

Lubna Abdullah
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Transport Group – Network Operations
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PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
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Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



**Salamanca Rd Kelburn TR(90 - 17)
Proposed NSAAT South The Club Exit**

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Hamish Gordon
Address: 39 Kaihuia Street, Northland
Agree: No

Maybe remove 1 park.

Officer's response:

Officers believe the requirement for two parks is necessary to improve the driver's sightline and public road safety.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: Yes

I support this proposal.

But this is very difficult place to cross the road to one of the entrances to university. The space opened up by removing the parks should be used to create at least a kerb extension to make the crossing easier. An island would be idea, but may be difficult given that this is a bus route. I note that the other walking entrance to that part of the University is on a blind corner and also very difficult to use for walking. This is an important issue, as this is a logical direct route from the Botanic Gardens area to the University and on to Aro Valley. For me, there is a good direct route from Aro Street to the Terrace, then through Boyd Wilson, the Cemetery, the back of the student union, back of the Hunter, and then to Salamanca. But the road crossing at the end is a nightmare.

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

I support this proposal.

But this is very difficult place to cross the road to one of the entrances to university. The space opened up by removing the parks should be used to create at least a kerb extension to make the crossing easier. An island would be idea, but may be difficult given that this is a bus route. I note that the other walking entrance to that part of the University is on a blind corner and also very difficult to use for walking. This is an important issue, as this is a logical direct route from the Botanic Gardens area to the University and on to Aro Valley. For me, there is a good direct route from Aro Street to the Terrace, then through Boyd Wilson, the Cemetery, the

PROPOSED TRAFFIC RESOLUTION

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back of the student union, back of the Hunter, and then to Salamanca. But the road crossing at the end is a nightmare.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 91 – 17

Location: Bankot Crescent - Ngaio

Proposal: No stopping at all times

Information: We have received requests from some residents of Bankot Crescent regarding traffic and safety issues on this road due to the existing kerbside parking demand and narrow carriageway. We have met with some residents, discussed their specific concerns, and developed a proposal to address their safety concerns by restricting kerbside parking on several bends along Bankot Crescent.

Net parking loss: 5 car spaces

Following feedback: Following consultation, Officers are recommending to reduce the proposed no stopping restrictions on Bankot Crescent.

We have removed the proposed pull in gap in front of #13 and will install a short centreline on this bend to remind drivers to be careful when crossing the centreline on the bend.

The proposed no stopping restrictions on the bend outside #23 have also been reduced by one carpark and left the rest free of parking to improve drivers' sightline around this corner.

The proposed no stopping restriction in front of #34-40 have mostly been removed but propose to install 6m of no stopping restrictions next to #40's driveway to improve visibility around this bend.

We are going to carry on with the plant removal next to #27&29 driveways to increase the sightline around the corner.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
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Legal Description:

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

Column One	Column Two	Column Three
Bankot Crescent	<i>No stopping at all times</i>	<i>West side, commencing 23 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 17 metres.</i>

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

Column One	Column Two	Column Three
Bankot Crescent	<i>No stopping at all times</i>	<i>West side, commencing at its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 41 metres.</i>
Bankot Crescent	<i>No stopping at all times</i>	<i>West side, commencing 210 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 13 metres.</i>

Item 2.2 Attachment 12

PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

Bankot Crescent *No stopping at all times* *East side, commencing at its intersection with Cockayne Road (Grid coordinates x= 1,749,412.9375 m y= 5,431,755.9663 m), and extending in a northerly direction following the eastern kerb line for 18 metres.*

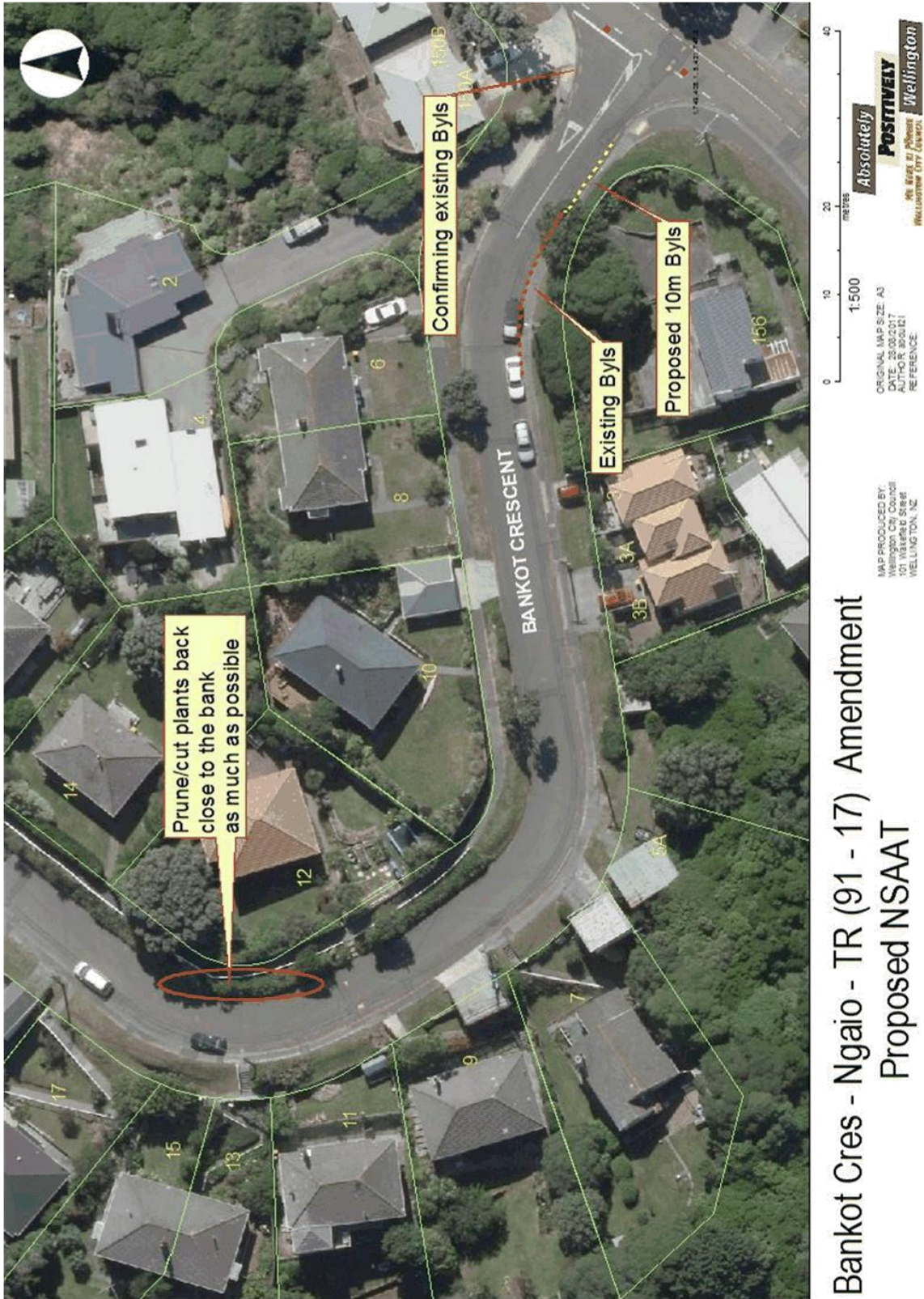
Bankot Crescent *No stopping at all times* *North side, commencing 319 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,412.9375 m y= 5,431,755.9663 m), and extending in a westerly direction following the northern kerb line for 6 metres.*

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 05/09/17

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Bankot Cres - Ngaio - TR (91 - 17) Amendment
Proposed NSAAT



Bankot Cres - Ngaio - TR (91 - 17) Amendment
Proposed NSAAT

MAP PRODUCED BY:
WELLINGTON CITY COUNCIL
101 WATERLOO STREET
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 28/02/2017
AUTHOR: 300121
REFERENCE:
Absolutely Positively
We Want to Grow Wellington
Wellington City Council



Bankot Cres - Ngaio - TR (91 - 17) Amendment
Proposed NSAAT

MAP PRODUCED BY:
 Wellington City Council
 101 HULLERS STREET
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
 DATE: 28/02/2017
 AUTHOR: (S) J. B. (S) J. B.
 REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Submitter: 58
Address:
Agree: No

There is usually little in the way of cars parked in the areas listed in the proposed changes. If cars do park in those areas this in itself becomes an excellent traffic flow measure as vehicle speeds are reduced. It will put us at greater risk if these changes are agreed as the speed of vehicles will be increased significantly because people drive as fast as conditions allow. When there are no parked cars in the places where no parking is being suggested, the speed of vehicles is significantly higher and goes up from around 25kmh to 40kmh as the drivers believe there is less risk as they can see more and I've had a few near misses when this has happened. The proposal is a false economy as I've seen pedestrians and animals wander in to the road, and sometimes parked cars who reverse or come off their drives nearly crash into speeding vehicles when there have been no parked cars in the areas being suggested as no parking areas. There is more likely to be an accident if the changes proposed are made as speeds will increase and people will soon - within days - believe then can go faster as there will be no risk of a parked car slowing them down. Many speed controls measures in Europe use a narrow high kerb system or chicane to slow vehicles down. Similarly areas of Ellerslie and Epsom in Auckland do the same. The current parking enforces a natural chicane or restriction to speed very effectively, so removing parking means higher speeds which on such a small dead end street is madness. It strikes me that the reason this is being proposed is that a couple of the residents are being very selfish as they don't want cars outside their house. I note some of these residents have off street parking so this seems churlish. We don't need on street parking as we are lucky to have a car pad whereas others are less fortunate. We just have to accept that there are more cars nowadays and I think it's in the interest of better community spirit if we allow people to park where they like within reason. I don't think for example it is fair on those who don't have off street parking to have to park further away and walk with their shopping or items for the tip etc, just because someone doesn't want a car outside their house: just not fair. Imagine a thirty to forty metre walk in a northerly your shopping with heavy rain? Is that fair? In my opinion the best thing to do which is the cheapest and safest solution is to put a speed sign of 20kmh at the entry to the Crescent. This is a win win all round and helps everyone as it allows for the parking and keeps risks lower. Just opening up the road puts everyone at risk. If we open up the road and put speed signs on people will still speed, so it's better to just leave it as is and place the speed restrictions. Many thanks

Submitter: Caroline Steele
Address: PO Box 12219, Thorndon, Wellington
Agree: No

FEEDBACK RECEIVED

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Wellington City Council
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Bankot Crescent is a small cul-de-sac of some 50 houses, they are former states properties built in the 1930s/1940s on small sections. The street has a number of sharp bends to navigate the sloping topography. This combination means that on street parking availability is limited, and householders have limited opportunities to develop off street parking places. The reduction of parking space proposed would simply transfer cars to other parts of the street and cause more obstruction. As a cul-de-sac the traffic is limited to householders who live on the street, so there is relatively little traffic, hence these changes are to satisfy a small number of individuals rather to address significant congestion issues. We have lived on the street for over 10 years and are not aware of any traffic or safety issues. The reality is that this is an old street which is trying to accommodate the trappings of modern living and householders need to be cognisant of that and be adaptable to accommodate the needs of everyone on the street. The street is lucky to have green spaces alongside the pavements and any curtailing of this would spoil the character of the street and also affect the natural drainage, the network of plant roots that anchor the soils and the volume of bush which currently absorbs any traffic noise. The area already has issues with rain water run off thanks to too many hard surfaces, and there have been a number of recent slips, so efforts need to be made to enhance the protection that nature provides rather than destroying these natural barriers. The current flora, fauna and road markings ensure there are some restrictions in both visibility and width which creates natural caution in drivers to slow and thereby keeping speeds down on blind corners. The proposal will encourage an increased speed on the bends (properties 12,13,15 and properties 18, 20, 22, 23, 29, 38, 40, 42) so increasing risks to residents, children and pets. Some better education of road users about the need for caution through signage and the introduction of a speed limit such as 20kph would be more effective options. As the majority of the traffic relates to residents there is likely to be local support for a speed reduction which will benefit everyone.

Submitter: Chris Wheatley
Address: 13 Bankot Crescent, Ngaio, Wellington
Agree: No

The Proposal is yet another attempt to inconvenience residents of Bankot Crescent (to whose advantage isn't clear) and almost as much a waste of time as the previous proposal to place 'No Parking' signs on a bend in the street where no one, to my certain knowledge, had ever parked in the 17 years I have lived here. Now you propose to make parking next to impossible for certain residents, namely me and my neighbours opposite the same bend. Why? Just as I have never known anyone park on that bend in the past 17 years, nor have I known anyone majorly inconvenienced by the flow of traffic round it. Yes, Bankot Crescent is a narrow street and requires care in navigating. Such is the nature of modern traffic volumes fitting into streets never designed for them. And the answer cannot be to force residents to park elsewhere in Ngaio. You say that only eight car spaces will be lost, but that's a heck of a ration in a short street where approximately one-third of properties have no off-road access due to the nature of the terrain. Take my situation at No 13 where you propose a 6-metre 'pull in' (what that is and how it differs from the 'Proposed Byls' areas isn't explained). If I cannot park outside my house, where do I park, bearing in mind there are six properties in

FEEDBACK RECEIVED

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the immediate area - 11, 12, 13, 14, 15, 17 - without off street access, all competing for parking space? This situation already occurs occasionally, especially when neighbours have visitors, and I usually find a spot further down Bankot Crescent. But much of that possibility will now be lost thanks to No Parking adjacent to No 23 (regardless this is without doubt the widest part of Bankot Crescent with clear vision in both directions). Beyond that bend it is rare to find any space at all. So tell me, where do I park? On Cockayne Road? As a 75 year old pensioner I do not relish the prospect of lugging a week's shopping that distance, or even uphill from the lower reaches of Bankot Crescent. I would like to know who it is that has a problem with simply driving carefully in the street as has been the practice for years? Your WCC garbage trucks have no problem negotiating the slalom bends every week, nor have the various pantechnicons which occasionally bring goods into the street. I have even seen a truck and trailer backing up practically the whole way - not because of parked cars but because the street is too narrow to turn round in. Why not widen the street around Nos 10, 12, 14 by removing the offending bank altogether? Build a retaining wall to replace it and BINGO, you have an extra car-width of roadway. Or does this have something to do with the extra number of people and cars coming to the street due to the development of flats in it? Where will they and their visitors be parking by the way? It seems to me that someone is creating problems for others out of all proportion to their own selfish needs or concerns. Please save the council's money and leave things as they are. There is no major problem in Bankot Crescent that needs radical resolution involving gross inconvenience to residents - unless there are matters the council is not telling us?

Submitter: Graham Wong
Address: 13 Bankot Crescent, Ngaio, Wellington
Agree: Yes

Agree with the proposed changes as the street is narrow and has blind corners. The extension of the yellow lines at the top of the street is sensible as it can be dangerous for cars turning into the street from the city end of Cockayne Rd.

Submitter: Linda McCulloch
Address: 2 Bankot Crescent, Ngaio, Wellington
Agree: Yes

I refer to the original submission by residents which overwhelmingly supported the installation of No Stopping areas on Bankot Crescent to facilitate safer traffic flows especially at the entrance to the street and on blind corners. The need to ensure access for emergency vehicles and safer parking areas to deal with the increased demand for parking in the area. Refer TR36-14 September 2014. I applaud the Council's initiative in recognising the need to install additional areas of No Stopping in Bankot Crescent and totally support this action.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn,
Agree: Yes

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I have no objection to the proposal. In terms of cutting back the vegetation, that seems to be what WCC traffic always thinks of doing. What is needed in places like that (I'm basing this on google maps, not a site visit) is to re-work the vegetation to something that makes sense. Constant cutting back of things like agapanthus just creates an ugly mess. That bank would be ideal to convert to a lizard garden, with low plantings, rocks to help achieve bank stability and provide basking surfaces, a nice mix of native plants. That would have CPTED benefits for the footpath above the bank. The Growing Places Charitable Trust would be glad to help with such a project

Submitter: Helen and Robin Turner
Address: 20 Bankot Crescent, Ngaio,
Agree: Yes

We at 20 Bankot Crescent would like to say we wholeheartedly approve of the proposal - it will help with congestion on our street.

Submitter: Mike Mellor
Address: Living Streets,
Agree: Yes

We have no objection to this proposal. Consideration should be given to revegetating the bank so that it is not in need of continual cutting back, for instance a lizard garden, with low plantings, rocks to help achieve bank stability and provide basking surfaces, and a mix of native plants. This could have CPTED benefits for the footpath above the bank.

Submitter: Mark Forsyth
Address: 40 Bankot Crescent
Agree: Yes

Regarding the above Traffic Resolution, I'd like to object to the removal of the parking spaces outside 40 Bankot Crescent. I am the landlord of #40, and my tenant uses the space on the road in front of the house constantly. They have complained to me that they are forced to use the parking on the road, rather than the driveway, because of the uneven nature of the surface as the car leaves the road and crosses the footpath – before arriving on the driveway which I had laid again a few years ago. They complain that because of repeated problems with the alignment of the wheels on their car, and the consequent additional wear on the tyres, they've received several expensive bills – necessitating them to park on the road. I also strongly believe that it is safer if the parking in front of #40 (and 42) is retained, and instead new yellow lines are placed across the road (i.e. around the bend that #29 sits on, and as far as the lamp post near the boundary of #27 and 31). This is because the parks across the road will push the downhill traffic out into the middle of the road – and this traffic will be less able to stop than the uphill traffic. The curb in front of #'s 40 and 42 is the safer and more sensible option for parking in this part of the street.

Officer's response to all submitters:

Following consultation, Officers are recommending to reduce the proposed no stopping restrictions on Bankot Crescent.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We have removed the proposed pull in gap in front of #13 and will install a short centreline on this bend to remind drivers to be careful when crossing the centreline on the bend. The proposed no stopping restrictions on the bend outside #23 have also been reduced by one carpark and left the rest free of parking to improve drivers' sightline around this corner. The proposed no stopping restriction in front of #34-40 have mostly been removed but propose to install 6m of no stopping restrictions next to #40's driveway to improve visibility around this bend.

We are going to carry on with the plant removal next to #27&29 driveways to increase the sightline around the corner.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 92 – 17
- Location:** Westchester Drive – Churton Park
- Proposal:** No stopping at all times
- Information:** Local residents and the Churton Park Community Association have requested the Council to install a length of broken yellow lines on the southern side of Westchester Drive and to the left hand side of the shopping village entrance/exit. The sightline for drivers exiting the carpark and turning right onto Westchester Drive from the carpark is part obstructed due the vertical curvature of the road and parked vehicles to the left. This entrance/exit is busy and has traffic volumes approaching that of an intersection rather than a driveway. Officers propose 8m broken yellow lines on the left side of the vehicle access to the carpark to avoid near misses and possible future crashes.

Net parking loss: 1/2 parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Westchester Drive	No stopping at all times	South side, commencing 67 metres west of its intersection with Lakewood Avenue (grid coordinates $x= 1,751,618.4721$ m, $y= 5,437,236.9178$ m), and extending in a westerly direction following the southern kerbline for 8 metres.

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

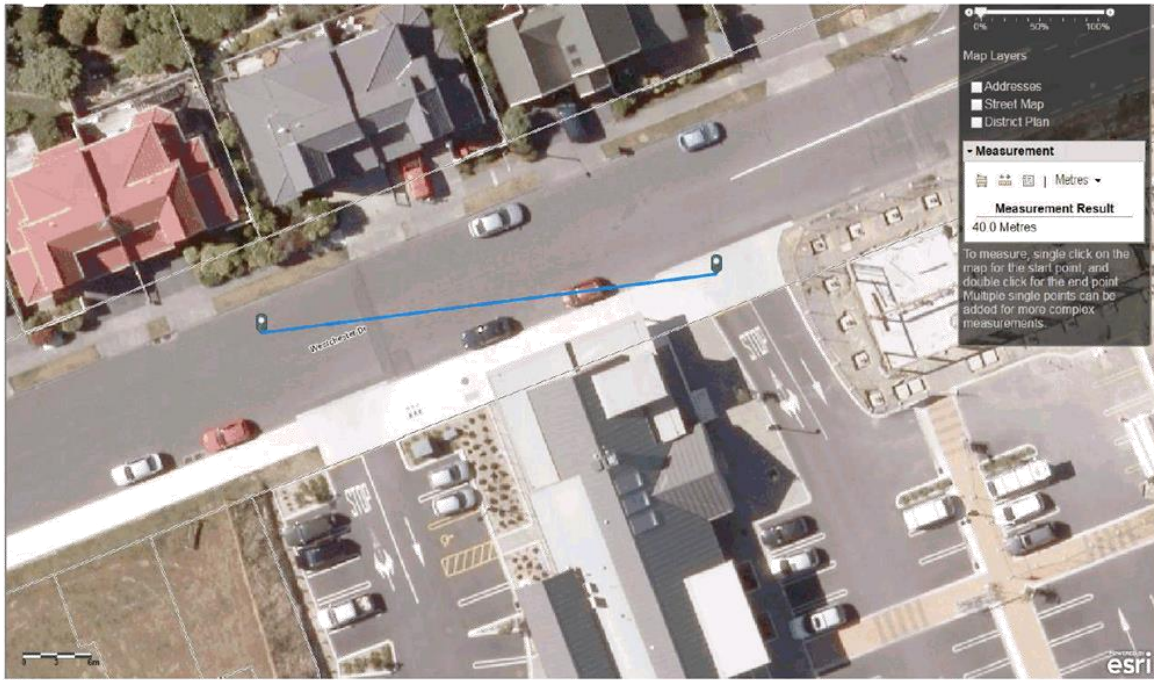
Approved By: Steve Spence

(Chief Transport Advisor)

Date: 05/09/17

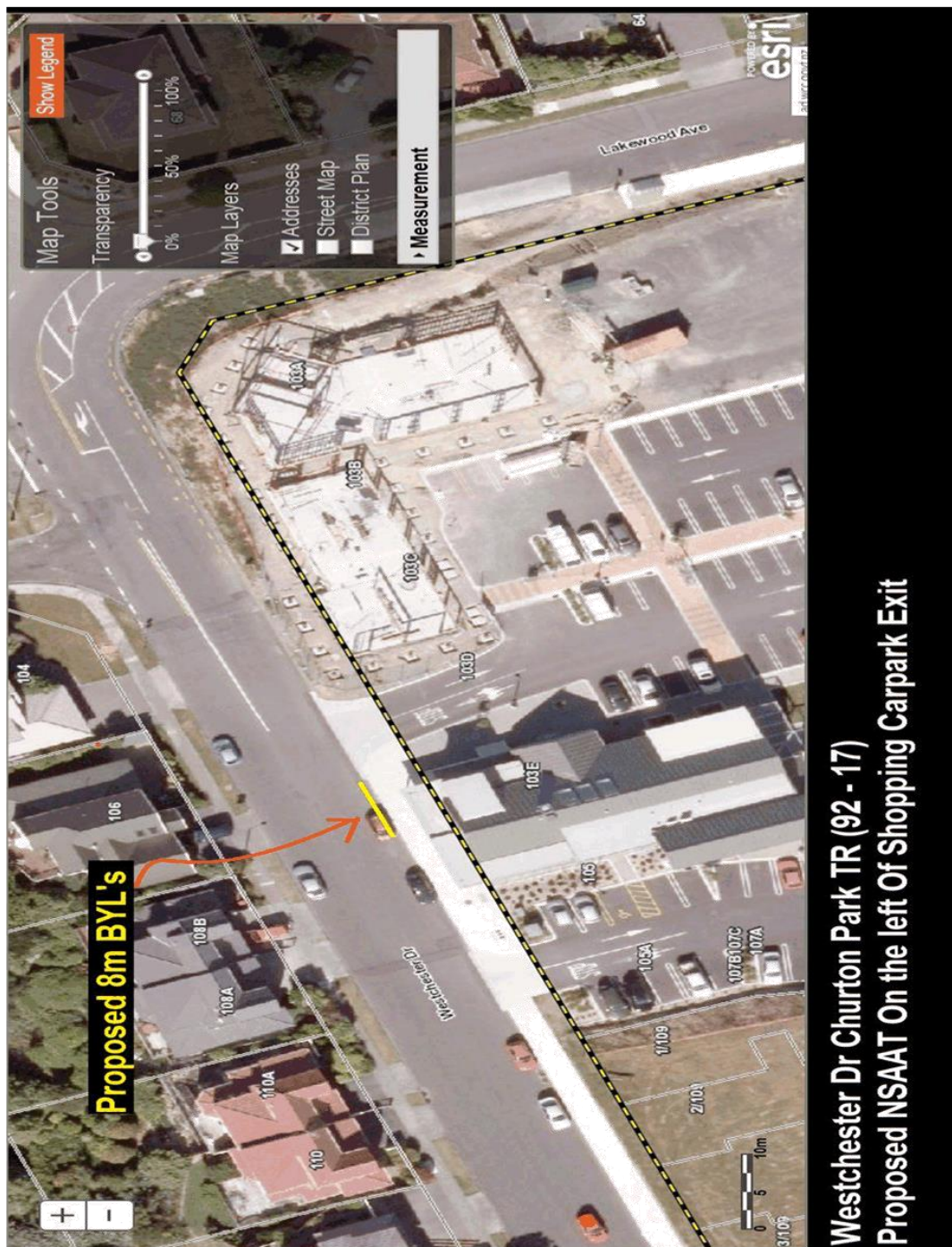
WCC Contact:

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Wellington
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Rod Halliday
Address: 107B Westchester Drive, Churton Park
Agree: Yes

Support the proposed yellow lines to remove parked cars from this area and improve traffic sightlines. It is very difficult to see up Westchester Drive when this area is fully parked. There have already several near misses.

Submitter: Rochelle Thorn
Address: 108B Westchester Drive, Churton Park
Agree: Yes

Although I agree with this submission I would also like to see restrictions on the opposite side of the road also. When driving out of my driveway I have to contend with cars exiting two car parks, the supermarket and the medical centre. Coupled with this is having to monitor significant traffic from both directions. When there are cars parked on either side of my driveway my view is considerably impaired, and it becomes even more difficult to navigate what is already a tricky situation. Many vehicles coming down Westchester Drive continue to exceed the speed limit, which is also a significant problem, particularly if you are unable to see these cars properly and judge what speed they are driving at, so that you can judge when is a good time to exit the driveway. Some drivers do not slow down when they see cars coming out of the driveways, and make silly decisions such as to drive around cars reversing out of driveways, driving into the opposite lane in an area where there are cars coming from multiple directions. I have also witnessed drivers purposely driving right up on the tail of cars which have just reversed out of driveways. More needs to be done to ensure speed limits are adhered to along this stretch of road also, as it seems to be forgotten that this is a residential road.

Officer's response:

Your points have been noted by Officers, however adding no stopping restrictions on the other side of the road is outside the scope of this traffic resolution. We will monitor the road following the installation of the proposed no stopping restrictions.

Submitter: Lindsey Moon
Address: Not known
Agree: Yes

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

That is great news as it's been on my mind since talking to Justin Lester about it when he called me to get my vote, not sure why it's taken this long.

I do feel however that yellow lines should be put all along that area & not just two spaces long. This isn't helping the people that exit the doctors side of the carpark & turning right onto Westchester Drive. When you're talking 2 car spaces over safety & with the amount of parking available so close by there really is no need for those spaces to be there.

Officer's response:

Your points have been noted by Officers, however extending the proposed no stopping restriction to other areas is outside the scope of this traffic resolution. We will monitor the road following the installation of the proposed no stopping restrictions.

Submitter: Ray Markham
Address: 1/109 Westchester Drive, Churton Park
Agree: Yes

I am in favour of the proposal, but have concerns of even more traffic problems a little further up Westchester Drive. I am a home owner in 109 Westchester Drive and we have very similar road visibility restrictions when entering Westchester Drive from the entrance of 109.

We have 24 units in this private roadway, most with two cars. That equates to 48 vehicles using this entrance at 109 Westchester Drive. I personally am concerned that the new yellow lines will put more vehicles up and outside our entrance way.

Hence I propose for consideration an area of BYLs to be added from 1/109 to 2/109 and also from 3/109 to 4/109 Westchester Drive. I have marked the area on the enclosed map. This would keep clear the entrance, and improve a clear exit for the 24 home owners.

Trust you could consider this proposal favourably, as I feel an accident is imminent on entering / exiting Westchester Drive from the home owners of 109.

Officer's response:

Your points have been noted by Officers, however extending the proposed no stopping restriction to other areas is outside the scope of this traffic resolution. We will monitor the road following the installation of the proposed no stopping restrictions.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: David Wanty
Address: 48 McLintock Street, Johnsonville
Agree: Yes

I support the idea of introducing measures having suggested some as part of my work for WCC (Steve Harte) with MWH and when self-employed on the Westchester Drive extension. I had suggested inter alia extension (westwards) of the flush median which would in effect provide for traffic turning right into the Village; I also recollect commenting on bus stops and providing a pedestrian facility. Accordingly I suggest that further investigation be undertaken but this resolution could be an interim measure.

Submitter: John Morrison
Address: Churton Community Park Association
Agree: Yes

I am glad that you are taking action, because when we raised this with your traffic engineers a couple of years ago their response was that it was not a problem.

One of our committee raised the issue that in the shopping centre consent, adequate sight lines had to be provided, so perhaps that consideration has caused the change in approach.

We are currently in ongoing discussions with GW Transport, because we want the bus stop which is further up Westchester Drive moved down to be outside the hair dresser, to better serve the Village. This location is which is where your yellow lines will be. We understood that GW had engaged a consultant to do a report on this issue. GW have had some staff changes which has caused a delay.

If we are successful in getting the bus stop relocated, I presume that it is a simple matter for you to change the traffic restriction to Bus Stop. This arrangement would achieve the same result as the yellow lines for 95% of the time.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 95 – 17

Location: Strathmore Avenue - Strathmore Park

Proposal: Pedestrian Crossing
No Stopping At All Times

Information: A new zebra crossing is proposed on Strathmore Avenue near the intersection with Broadway arising from an e Petition with well over 100 signatures.

A report was presented to the City Strategy Committee (CSC) meeting in April 2017 with recommendations to proceed to a formal design and associated traffic resolutions to the CSC in September following formal consultation in July / August 2017.

This report includes the proposed traffic resolutions for a zebra crossing with the associated no stopping and time limited parking.

It is also proposed to install a time limited P60 (8am-4pm, Mon-Fri) parking restriction to assist with the demand for short term parking. This area is part of a shopping centre servicing the community.

Parking Change: Loss of parking 3 spaces and a change of the 3 remaining unrestricted parking spaces to P60.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Strathmore Avenue	No Stopping, At All times	West side, commencing from its intersection with Broadway (Grid Coordinates X= 1,752,340.4m, Y=5,423,603.3m) and extending in a southerly direction following the western kerb line for 33 metres.

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

Column One	Column Two	Column Three
Strathmore Avenue	Time-limited parking (P60, 8am-4pm, Mon-Fri)	West side, commencing 33 metres south of its intersection with Broadway(Grid coordinates X=1,752,340.4m, Y=5,423,603.3m , and extending in a southerly direction following the western kerb line for 16 metres.

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Strathmore Avenue	Pedestrian Crossing	West side, located 8 metres south of its intersection with Broadway (Grid Coordinates X= 1,752,340.4m, Y=5,423,603.3m)

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 05/09/17

(Principal Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Email: Charles.Kingsford@wcc.govt.nz

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Girish Dayal
Address: Strathmore Local Restaurant & Bar
Agree: No

I have just received the proposed plan to add a pedestrian crossing on the Strathmore Ave round about.

My main concerns are:

1. Losing three carparks as we have four commercial outlets directly opposite those carparks. safety with cars stopping on the bend of the round about to let pedestrians cross
2. (I agree with the P 60 8am- 4pm Mon to Friday)

Is there another area where carparking can be replaced or added as parking is becoming a real issue around here?

I have 9 carparks on my property but it is becoming increasing frustrating as other people are using it to service the

other commercial outlets on this street ie the carpet shop, mechanic and Go Rentals.

We have also had council service providers using it when repairing the roads, power polls and when repairing the state houses across the road.

I spend way too much time telling non customers to move off my property and it can be intimidating facing some of these people.

I do hope you can help find a solution to increase the carparking around this area?

Officer's response: The loss of the three carparks is required to meet the legal visibility requirements for a driver travelling northbound on Strathmore Ave towards the proposed zebra crossing to a pedestrian waiting to cross. We have recently converted 3 parks on the eastern side to P60 8am-4pm Mon-Fri, however, to address your concerns we will undertake a parking demand / supply survey in the future to investigate if further time restricted parks are needed.

Submitter: Michael Lowe
Address: Flat 2, 42 Porritt Avenue, Mount Victoria
Agree: Yes

Have you considered making the pedestrian crossing a raised table? So gives highest provision possible to pedestrian safety and traffic calming.

Officer's response: The loss of the three carparks to meet the legal visibility requirements for a driver travelling northbound on Strathmore Ave towards the proposed zebra crossing to a pedestrian waiting to cross is proposed. On the approach to the proposed zebra crossing, vehicles are already slowing to give way at the roundabout and so the need for a raised zebra crossing is not seen as necessary in this location.

Submitter: Adrian Thompson
Address: Go Rentals, 500 Broadway, Strathmore Park
Agree: No

We disagree with the proposal to install a Zebra crossing at the intersection of Broadway and Strathmore avenue. This is a high traffic area with 2 vehicle related commercial businesses operating and installing a zebra crossing here will be dangerous for staff,

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

customers and pedestrians from a health and safety perspective. I refer you to the 2001 Guide to pedestrian crossing facilities prepared for Trafanz section 7.1.8 which states : In general and unless the warrant conditions are fully met, it is preferable to use a pedestrian island without a marked crossing. The UK standards for roundabouts and mini roundabouts document suggests that for a single carriageway with the same traffic flows as Strathmore avenue that an informal crossing is sufficient. This is what is currently in place and because of the Health and safety issues, volume of traffic (pedestrian and vehicle) and disruption to business we suggest that no Zebra crossing is installed at the intersection of Broadway and Strathmore Avenue.

Officer's response: The proposed zebra crossing has arisen from an e Petition to Wellington City Council with well over 100 signatures from concerned pedestrians that cross Strathmore Avenue at this location on a regular basis.

Installing this crossing will benefit eight different schools in the area as well as the entire community. It's a very common route for parents plus children who need to get to school or work. A pedestrian crosses the road on average every 40 seconds in the morning and every 25 seconds in the period after school finishes. In the morning period, there were 30 pedestrians crossing per 15 minute interval between 8:15 and 8:45. The pedestrian flow drops to 8 per 15 minute period after that time. In the afternoon period, the majority of the pedestrians arrived in a single 15 minute period (83 between 15:30 and 15:45). It is therefore, important in this location that pedestrians have a clear priority in this location. The pedestrian surveys undertaken show that the majority of the potential users of the crossing are children from Scots College, however there are a number of other generators such as the shops and smaller schools and kindergartens.

With regard to a traffic warrant, a report was presented to the City Strategy Committee (CSC) meeting in April 2017 with recommendations to proceed to a formal design and associated traffic resolutions to the CSC in September following formal consultation in July / August 2017. It is noted that a pedestrian crossing warrant at this location is not fully met; however the officers believe a zebra crossing is appropriate for this location and it is noted that it is not mandatory to meet the pedestrian warrant to be able to install a zebra crossing.

The design of the traffic islands and location have been kept a bare minimum to mitigate the effects on access and egress to the driveway serving GO rentals on the corner of Strathmore Avenue with Broadway. We will, however, further assess the access and egress to and from these premises closer to the time of construction and address any concerns that become apparent.

Submitter: Jack Elder
Address: 55 Ohariu Road, Johnsonville
Agree: Yes

Strathmore definitely needs more crossings.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: Yes

I support this proposal. It is important that pedestrians have clear priority along routes such as this, and can easily and safely cross.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Mike Mellor
Address: Living Street
Agree: Yes

We support this proposal. It is important that pedestrians have clear priority along routes such as this, and can easily and safely cross.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 96 – 17
- Location:** 164 Mark Avenue - Grenada Village
- Proposal:** Class restricted parking – Bus Stop (New)
New bus stop on Mark Avenue (Outside #164)

Information: Purpose

To recommend that a new bus stop be formalised on Mark Avenue – outside #164.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

From 2018, Grenada Village is proposed to be served by a branch of the new North-South Spine (route 1) linking Johnsonville, Wellington, Newtown and Island Bay. This route will provide the opportunity to travel to and from Wellington Hospital without changing buses.

The planned frequency of the route is:

Weekday Peak	As now bus every 15 to 30 minutes
Weekday Daytime	More frequent service every 30 minutes (currently every 60 minutes)
Weekday Evening	Additional evening buses every 120 minutes (currently no service after 7:45pm)
Saturday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)
Sunday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

As part of the new network, the Grenada Village bus route is extended northwards along Mark Avenue to provide access to new growth areas.

As a result of public requests this bus route extension was implemented early, on 30 April 2017. Two new bus stops and a bus terminus on Mark Avenue are therefore already in use. A third bus stop, near the location of this proposal, was temporarily installed as consultation was still in progress and a permanent location could not be confirmed in time for the 30 April go-live date.

GWRC are proposing the location outside 164 Mark Avenue as it provides bus access to residents in Guadeloupe Crescent, Trinidad Crescent, Maraval Crescent, Arima Place and Mark Avenue.

GWRC propose that the bus stop configuration (where able) consist of a 9m 'no stopping' entry taper; a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC as soon as possible.

Traffic Safety Assessment

GWRC Officers have reviewed the site in light of the submissions received and believe that the proposed location is the safest and most suitable position for a bus stop.

The major concern raised relates to line of sight for vehicles exiting Arima Place and the northern exit of Guadeloupe Crescent. Given the short term nature of the bus standing at this stop, the visibility for vehicles turning left (south) out of Arima Place is acceptable. From Guadeloupe Crescent the head of the stop is 50m from the intersection and again acceptable as vehicles are travelling downhill towards the intersection.

On-street parking will be reduced by four (4) parking spaces.

The agreed site gives pedestrians and motorists good sight lines and vision to other traffic.

Consultation

WCC are the owners of the road and road reserve.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback was initially sought from properties near 164 Mark Avenue. Feedback received included concerns about increased vandalism, loss of privacy, loss of parking and poor visibility at the Mark Avenue/Guadeloupe Crescent intersection. GWRC therefore went on to consult at another three locations along Mark Avenue, all of which received similar appeals.

As a result of the consultation at the four sites all receiving objections, GWRC and WCC Officers agreed to proceed with the original proposal, outside 164 Mark Avenue. This location provides the best catchment for bus users, and is also the most ideal in terms of distance to the previous and next bus stops along the bus route.

GWRC has also received informal feedback from bus users in Guadeloupe Crescent who have a preference for the bus stop to be located near to the Mark Avenue/Guadeloupe Crescent intersection.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Traffic engineers assessment – visibility not considered an issue, will monitor for effects and mitigation if required.

Recommendation

That the Committee approves the new bus stop to be installed Mark Avenue, Grenada Village.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 14 September 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	Bus Stop, at all times	South side, commencing 18 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerblines for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	No Stopping, at all times	South side, commencing 9 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerblines for 9 metres.
Mark Avenue	No Stopping, at all times	South side, commencing 33 metres south-west of its intersection with Arima Place (Grid coordinates x= 1752928.0 m, y= 5436782.1 m), and extending in a south-westerly direction following the southern kerblines for 9 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford (Principal Traffic Engineer/Team Lead)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 05/09/17

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
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Wellington City Council
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Wellington
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Bus Stop – At All Times
TR122-16 Mark Avenue. GRENADA VILLAGE

User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC.
Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Dave Sharpe
Address: 8 Dominica Crescent, Grenada Village
Agree: Yes

There needs to be more infrastructure up/out this way, with a fast growing suburb!

Submitter: Paula Warren
Address: Flat 2, Wesley Road, Kelburn
Agree: Yes

I support this proposal. It is good to see that the proposed shelter will not be intruding inot the footpath space.

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

I support this proposal. It is good to see that the proposed shelter will not be intruding inot the footpath space.

PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 98 – 17
- Location:** Daniell Street - Newtown
- Proposal:** No Stopping, At All Times
- Information:** Off Daniell Street, at the western entrance of Carrara Park is a dropped kerb with 3.2m of No Stopping Restrictions across it.
- The purpose of this resolution is to update the resolutions database to match the actual on-street markings.
- Net metered parking loss: 0 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Daniell Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 39.3 metres south of its intersection with Harper Street (Grid Coordinates X= 1,749,232.3477 m, Y= 5,424,758.5755 m) and extending in a southerly direction following the kerbline for 3.2 metres.</i>
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Prepared By: Patrick Padilla

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 05/09/17

WCC Contact:

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Email: patrick.padilla@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Steve Cosgrove
Address: 13 Regent Street, Newtown
Agree: Yes

This entrance is for pedestrians and footpath users with wheels. (Buggies, chairs, etc.) I suspect that some car drivers don't think of the needs of non-motorised road users when they ignore the current restriction. This does have the unfortunate consequence of leaving a length of road-side between this lines and a garage access which is too short for almost any car, but that can't be helped in the short term.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR101 – 17

Location: Riddiford Street - Newtown

Proposal: Convert police park to P60 Mon-Sat 8am-6pm

Information: Council officer have received a request from our WCC Newtown Liaison Officer to convert the Police park along Riddiford Street into a P60 park.

Our Community Liaison Officer confirmed with the police in charge in the area that there is no longer any need for the police park.

It is proposed to convert the park into a P60 time restriction similar to the adjacent parking restrictions in the vicinity.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Riddiford Street	No Stopping Except for Police Department Vehicles Only, Mon- Fri 7am-9am	West side, commencing 405.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 8 metres.

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

Column One	Column Two	Column Three
Riddiford Street	P60, Monday to Saturday, 8:00am – 6:00pm	West side, commencing 360 metres north of its intersection with Gordon Street (Grid coordinates x= 1749018.8 m, y= 5424650.7 m), and extending in a northerly direction following the western kerbline for 40 metres

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

Column One	Column Two	Column Three
Riddiford Street	P60, Monday to Saturday, 8:00am – 6:00pm	West side, commencing 360 metres north of its intersection with Gordon Street (Grid coordinates x= 1749018.8 m, y= 5424650.7 m), and extending in a northerly direction following the western kerbline for 48 metres

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 05/09/17

WCC Contact:

Orencio Gueco

Area Traffic Engineer

Networks - Transport and Waste
Operations

Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington

Phone: +64 4 803 8287

Fax: +64 4 801 3009

Email: orencio.queco@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Bernard O'Shaughnessy
Address: 139A Daniell Street, Newtown
Agree: No

I can understand the removal of the police park, but that is the point, we need to keep it here, and have the community Police station and cops return. We are a very busy under estimated community not recognised by WCC. In 2015 there were 245 alcohol related incidents within a 500 metre radius on New World Mall. Thus the cops have to race out from central and I have seen them park with flashing lights at McDonalds, on yellow lines, in the middle of the road so a dictated cop rank should be retained. Maybe move it outside Kia Ora Newtown WCC site in Constable St (that's punny!). The local organiser at Kia Ora is supposed to have MOU with the police that they work out of his office 15 hours a week, but that is not happening. It would be good then to have a cop park outside his office. Maybe we should get full size cardboard cut outs of police officers as happened some years ago? Or maybe make a dedicated cop park outside the Library which needs to increase its opening hours on Sat to close at 4:30pm The bigger issue is I want the WCC to do a complete transport/road review of our traffic flow, bus needs, & parking. Steve and Orencio don't even know that Newtown has Saturday car jams that causes huge delays for everybody. The WCC officers must come to the Newtown Residents Association meeting and consult on these matters.

Officer's response: The Newtown Community Liaison Officer for WCC requested the police car park be taken away as it is not being used and there is a greater need for parking within Newtown. The police agreed to this request as they do not use the car park space made available. If the police were to establish another community police office, then a car park would be made available.

The Newtown Community Liaison Officer for WCC is working on a parking plan for Newtown as there is a high level of illegal parking; policing around Newtown is a project we are working on with the police. A good example is that I have been able to start policing in schools for our two primary schools.

Submitter: Martin Beck
Address: 19C Baffin Grove, Kingston
Agree: No

Police car park removal on Riddiford St - Newtown now needs a new police shop and police car park near the Kai Ora shop on Constable St for Newtown emergency's. WCC needs to undertake a full and proper review and consultation with the Residents regarding the Newtown transport road necessities - regarding the traffic congestion at peak hours and on Friday and Saturday mornings.

Officer's response: The Newtown Community Liaison Officer for WCC requested the police car park be taken away as it is not being used and there is a greater need for

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

parking within Newtown. The police agreed to this request as they do not use the car park space made available. If the police were to establish another community police office, then a car park would be made available.

The Newtown Community Liaison Officer for WCC is working on a parking plan for Newtown as there is a high level of illegal parking. Once completed, it will be available for community consultation. The Regional Council has released their transport plans and recently consulted with the Newtown Residents Association.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: No

I oppose the proposal. This is an excellent opportunity to provide shorter term parks that will turn over faster. P60 seems far too long for that space. P10 would be more appropriate.

Officer's response:

As per the community parking consultation, parking limits were reviewed and placed around Newtown to meet both the business and community needs. P60 is an important part of the local business requirements due to the large number of eating cafes and restaurants situated on Riddiford Street.

The decision to provide this parking area as P60 is in line with the community & business review and matches the time limits within the adjacent vicinity.

Submitter: Mike Mellor
Address: Living Streets
Agree: No

We oppose the proposal. This is an excellent opportunity to provide shorter term parks that will turn over faster. P60 seems far too long for that space. P10 would be more appropriate.

Officer's response:

As per the community parking consultation, parking limits were reviewed and placed around Newtown to meet both the business and community needs. P60 is an important part of the local business requirements due to the large number of eating cafes and restaurants situated on Riddiford Street.

The decision to provide this parking area as P60 is in line with the community & business review and matches the time limits within the adjacent vicinity.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR102 – 17

Location: Stewart Drive - Newlands

Proposal: Convert mobility park to P120 park

Information: A member of the accessibility advisory group has raised a concern on the safety of the existing mobility park along Stewart Drive.

A site evaluation and parking survey was conducted to assess the feasibility of the existing park. The survey showed minimal use of this park.

The Stewart Drive mobility park has more than a 5% slope which makes it difficult for mobility users to use when entering and exiting their vehicle adjacent to a live lane of traffic.

One reason can be attributed to the improvement undertaken on the adjacent Newlands Mall car park which created four mobility parks. These parks are more suitable and safer for use by mobility users. The parking survey showed regular availability and good use of these parks..

It is proposed to convert the mobility park on Stewart Drive into a P120 park similar to the adjacent parks on site.

Net parking loss: 0 – conversion from mobility park to P120 park.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Stewart Drive	No stopping except for vehicles displaying operation mobility permits, Monday to Sunday, 8:00am – 6:00pm	South side, commencing 56 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerbline for 6 metres.

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

Column One	Column Two	Column Three
Stewart Drive	P120, Monday to Sunday, 8:00am – 6:00pm	South side, commencing 62 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerbline for 17 metres.

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

Column One	Column Two	Column Three
Stewart Drive	P120, Monday to Sunday, 8:00am – 6:00pm	South side, commencing 56 metres west of its intersection with Bracken Road (Grid Coordinates X= 1,752,834.2m, Y= 5,434,938.9m) and extending in a westerly direction following the southern kerbline for 23 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 05/09/17

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Orencio Gueco
Area Traffic Engineer
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Email: orencio.queco@wcc.govt.nz

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: No

I oppose this proposal because no explanation or justification is given for the P120 time. Why not turn this into a shorter term park, or a bookable tradesperson park. You are squandering the opportunity to start to improve parking space allocation.

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

We support the proposal to create a usable mobility park, no explanation or justification is given for the P120 time limit for the converted park. Why not turn this into a shorter-term park, or a bookable tradesperson park?

Officer's response:

The proposal to convert this into a P120 park is to provide a uniform parking restriction in line with the three existing P120 parks adjacent to it. This will avoid confusion and believe it will best serve the needs of the nearby businesses.

There are available shorter term parks and also a loading zone inside the Newlands mall parking area which can be utilised by those wishing to avail of this.

We intend to proceed with the proposed traffic resolution.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 103 – 17

Location: The Terrace - Wellington Central

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

Information: The High Commission of India in Wellington has recently relocated to their new premises at 39 The Terrace.

Council officers received a request to transfer allocated diplomatic parking from 180 Molesworth Street to near their new facility.

After a site inspection, it was found that the nearest possible park that can be allocated is at 41 The Terrace.

It is proposed to convert one metered park to a diplomatic park.

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 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 160.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 52 metres. (9 parallel carparks)

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

Column One	Column Two	Column Three
The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 166.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 46 metres. (8 parallel carparks)

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

Column One	Column Two	Column Three
The Terrace	DC, CC, FC parking, Monday to Friday, 8:00am-6:00pm	East side, commencing 160.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 6 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 05/09/17

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Area Traffic Engineer
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Email: orencio.gueco@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Rose Christian
Address: Flat 1, 80 Hobson Street, Thorndon
Agree: Yes

Sensible response to a changed situation.

Submitter: Yvonne Weeber
Address: 143 Queens Drive, Lyall Bay
Agree: No

DC CC and FC parks should be removed from the city rather than increased.

Officer's response:

Thank you for your comment regarding the proposed diplomatic park for the Indian High Commission on The Terrace.

We have reviewed the submissions and wish to advise that there is support for this proposal.

We intend to proceed with the proposed traffic resolution.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 104 – 17

Location: The Terrace - Wellington
Central

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 High Commission of Solomon Islands.

Currently, there is no nearby diplomatic parking facility along The Terrace and this causes operational difficulties for them.

The provision of on-street diplomatic parking will support the daily operations of the High Commission and others embassies within the area.

Net parking loss: 1 – metered park to diplomatic park

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	West side, commencing 5.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerbline for 47.5 metres. (8 parallel carparks)

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

Column One	Column Two	Column Three
The Terrace	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	West side, commencing 5.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerbline for 41.0 metres. (7 parallel carparks)

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

Column One	Column Two	Column Three
The Terrace	DC, CC, FC parking, Monday to Friday, 8:00am-6:00pm	West side, commencing 46.5 metres north of its intersection with Shell Lane (Grid Coordinates X=2658644.33074 m, Y=5990069.968721 m) and extending in a northerly direction following the kerbline for 6 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 05/09/17

WCC Contact:

Orencio Gueco
Area Traffic Engineer
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Fax: +64 4 801 3009
Email: orencio.gueco@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Rose Christian
Address: Flat 1, 80 Hobson Street, Thorndon
Agree: Yes

Sensible response to a changed situation.

Submitter: Yvonne Weeber
Address: 143 Queens Drive, Lyall Bay
Agree: No

DC CC and FC parks should be removed from the city rather than increased.

Officer's response:

Thank you for your comment regarding the proposed diplomatic park for the Soloman Islands Commission on The Terrace.

We have reviewed the submissions and wish to advise that there is support for this proposal.

We intend to proceed with the proposed traffic resolution.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 105 – 17

Location: Molesworth Street - Wellington Central

Proposal: Metered parking, P120 Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm

Information: The High Commission of India in Wellington has recently relocated to their new premises at 39 The Terrace.

It is proposed to convert the previous Molesworth Street diplomatic parks allocated to the High Commission into P120 metered parks.

This will assist the continuous demand for short term parking in the area and residential parking in the evenings and weekends.

Net parking gain: 3 – diplomatic parks to metered parks

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Molesworth Street	DC, CC, FC registered vehicle parking, At All Times	East side, commencing 6.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 17 metres.

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

Column One	Column Two	Column Three
Molesworth Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 23.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 16.5 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
Molesworth Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	East side, commencing 6.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 33.5 metres.

PROPOSED TRAFFIC RESOLUTION

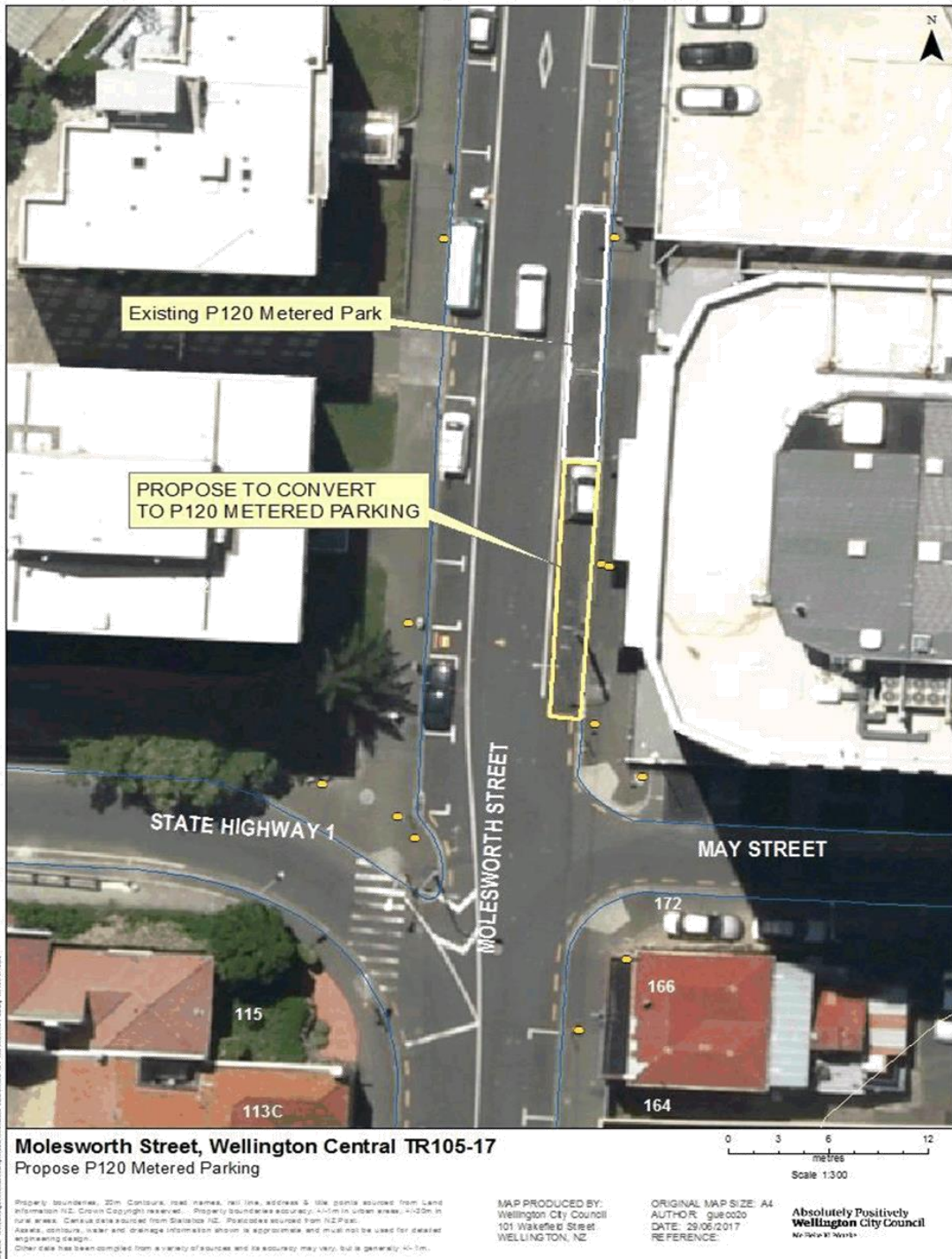
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 05/09/17

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Orencio Gueco
Area Traffic Engineer
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Fax: +64 4 801 3009
Email: orencio.gueco@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Rose Christian
Address: Flat 1, 80 Hobson Street, Thorndon
Agree: Yes

If they're not needed for Embassy parking why keep them.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: No

I oppose the proposal on the grounds that you have not justified the P120 choice. Why not a shorter period to encourage turn-over. Or a bookable space for tradespeople to discourage parking on footpaths.

Submitter: Mike Mellor
Address: Living Streets
Agree: No

We oppose the proposal on the grounds that you have not justified the P120 choice. Why not a shorter period to encourage turn-over. Or a bookable space for tradespeople to discourage parking on footpaths.

Officer's response to both submitters:

There is always a need for short term parking in this part of Molesworth Street. These parks allow parking up to a maximum of 120 minutes

Visitors and guests of the adjacent police office building, the Ministry of Health building on the opposite side and the various apartment units in the area will benefit from these three parks.

Currently, there has been no request from the nearby office buildings and apartments to create a loading zone in the vicinity.

For this reason, we intend to proceed with the proposed traffic resolution.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR106-17

Location: Wakely Road and Centennial Highway - Newlands and Ngauranga

Proposal: Shared Path

Information: Wellington City Council is working to make active modes of transport safer and more appealing for people so they have more travel choices. In the area north of the CBD we are working with the community to develop options to upgrade Thorndon Quay. Upgrading the Hutt Road cycleway has begun with completion of the first section expected by November 2017. Last year we made improvements for those on bikes on Centennial Highway near the intersection of Glover Street and in the slip lane east of Glover Street. With these projects, creating a shared path on Wakely Road will deliver another connection to and from Newlands.

A large section of Wakely Road between Newlands and Ngauranga is an unformed public road. It is used by a small number of people walking and cycling to commute to and from Wellington City. It is believed that the use of Wakely Road is limited due to its inaccessibility, very poor surface condition, and a general lack of awareness amongst Newlands residents that the track exists.

During a morning peak hour in February 2017, six mountain bike riders and two walkers were recorded using the Wakely Road track. By comparison, there were 12 people cycling on the alternative Newlands Road route down to Ngauranga Gorge (Centennial Highway).

Crash data for Centennial Highway between the Newlands interchange and Glover Street over the past 10 years shows that five crashes involving people on bikes all occurred during the morning peak. There were also four crashes involving people on bikes on Newlands Road, again all during the morning peak. The crash data suggests that if Wakely Road is more accessible for people riding bikes, a number of crashes may be avoided.

This report recommends upgrading the status of Wakely Road from an unformed legal road to a formal shared walking and cycling path.

This report also seeks to alter the status of the existing footpath on the east side of Centennial Highway between the intersection of Hutt Road and its intersection with Wakely Road. Formalising this as a shared path will provide a safer connection between Hutt Road and Wakely Road for people on bikes when travelling in both directions. The shared path status would carry with it obligations on each path user. There is no proposal at this time to widen the existing path.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

In addition to formalising the legal status of Wakely Road it is proposed to significantly improve the level of service for people who walk or cycle.

This will be done by:

- eliminating dangerous storm water channels and improving drainage
- providing safety fences and signs
- paving the route.

Key dates:

- | | |
|---|-------------------|
| 1) Advertisement in The Dominion Post newspaper. | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received, report sent to the City Strategy Committee for approval. | 14 September 2017 |
| 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	Column Two	Column Three
<i>Wakely Road</i>	<i>Shared Path (Two Way) At all times</i>	<i>Commencing at its intersection with Spenmoor Street and Lyndfield Lane (Grid coordinates x= 1752340.5m y= 54339817.1m) and extending in a southerly direction to its intersection with Centennial Highway.</i>
<i>Centennial Highway</i>	<i>Shared Path (Two Way) At all times</i>	<i>Commencing 42 metres east of its intersection with Hutt Road (Grid coordinates x= 1751987.3m y= 543222.9m) and extending north 446m to its intersection with Malvern Road.</i>
<i>Centennial Highway</i>	<i>Shared Path (Two Way) At all times</i>	<i>Commencing at its intersection with Malvern Road (Grid coordinates x= 1752023m y= 5432663.2m) and extending north 106m to its intersection with Glover Street.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Centennial Highway

*Shared Path (west
bound only for
bikes) At all times*

*Commencing at its intersection
with Glover Street (Grid
coordinates x= 1751920.8m y=
5432743.9m) and extending
north 199m up the northern
footpath to its intersection with
Wakely Road.*

Prepared By: Luke Benner (Transport Projects Engineer)

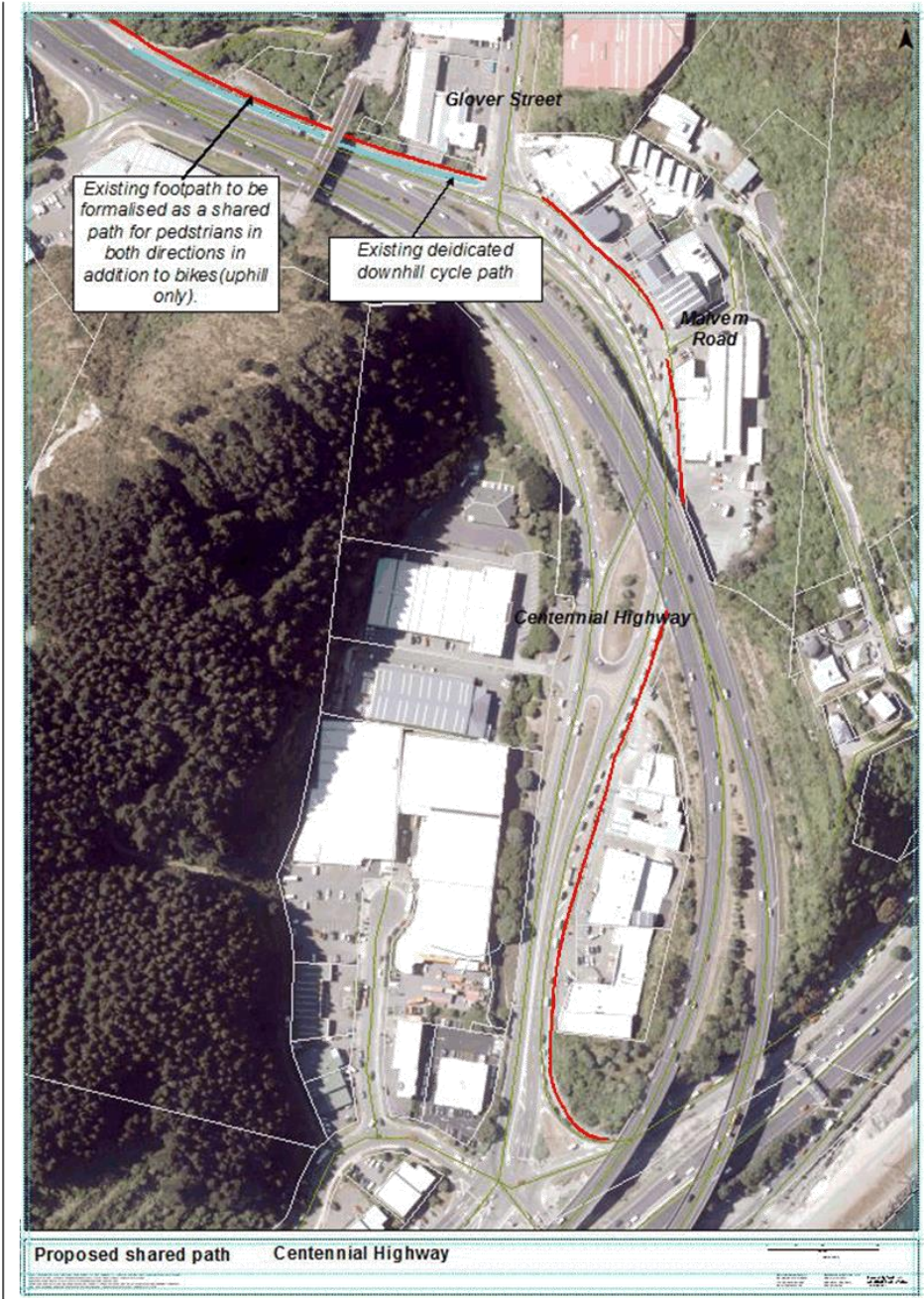
Approved By: Steve Spence (Chief Transport Advisor)

Date: 05/09/17

WCC Contact:

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Transport Projects Engineer
Transport Network Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
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Phone: 021 270 8148
Email: luke.benner@wcc.govt.nz

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



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Item 2.2 Attachment 22



Wakely Road - Newlands
New Shared Path

Property boundaries, 30m contours, road names, rail line, address & site paths sourced from Land Information NZ. Crown Copyright reserved. Property boundaries sourced from 1:1000 urban areas, 1:50m in rural areas. Canals data sourced from Canals NZ. Reservoirs sourced from NZPAs. Seals, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been sourced from a variety of sources and its accuracy may vary, but is generally +/- 1m.

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

ORIGINAL MAP SIZE: A4
 AUTHOR: bnew2
 DATE: 21/03/2017
 REFERENCE:

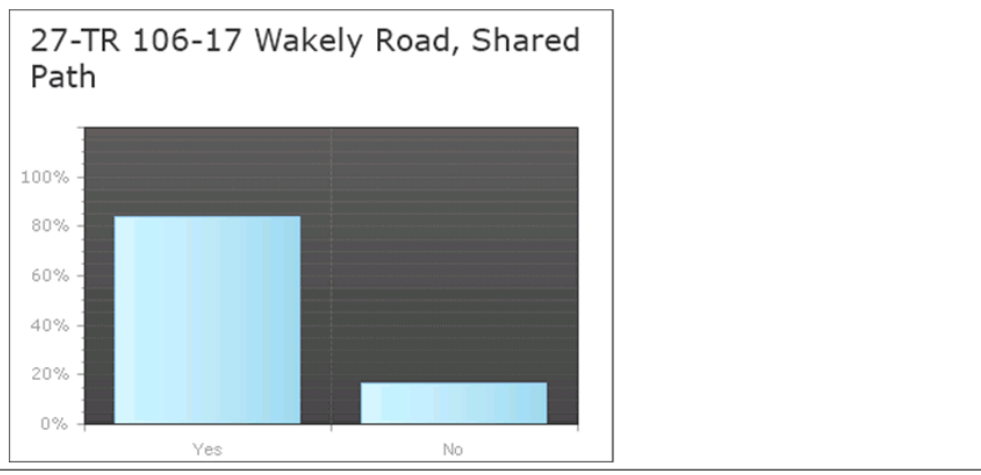
Absolutely Positively
Wellington City Council
 101 Wakefield Street

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Summary of submissions

Decision Sought	Number of submitters who selected this option	%
Yes	56	83.58%
No	11	16.42%



- **In total 11 objections to the proposal were received, however support significantly outweighed opposition with 56 Submitters supporting the proposal**

Feedback received:

Submitter: Raymond Kemp
Address: 10 Ashwood Street, Woodridge
Agree: No

I do not agree that the route should be paved. It will be very steep and very fast and accidents are likely to occur. At the moment I use it regularly on a mountain bike to traverse up and down. The nature of the terrain slows people down and provides for a quiet uphill ride without fear of collision. Paving this path, given the gradient, will lead to people descending too quickly who will risk colliding with people going uphill. I do think it is a good idea to improve other aspects of this route such as drainage and fencing. Adding better lighting would also help.

Officer's response:

In response to your submission and your concerns raised about sealing the proposed path, we are investigating the use of recycled pavement millings as an option for sealing the path; the benefits here are that surface texture is not quite as smooth as that of asphalt which would help to reduce excessive speed by those on bikes.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

As part of the proposed upgrade the surface drainage will be designed in such a way that encourages a reduction in speed whereby it is proposed that the existing cut-off drains will be removed and replaced with larger and wider channels, designed in a way so that users can pass through with ease however also requiring a reduction in speed. These aspects of the upgrade in addition to appropriately placed signage and safety fencing will help to improve safety for all users.

There is no proposal at this time to include lighting as part of the proposed upgrade, however this may be considered as an option in the longer term.

Submitter: Daniel McIlroy
Address: 11 Quigley Street, Newlands, Wellington, New Zealand, 6037
Agree: Conditional support

My name is Daniel and I am a Newlands resident. My partner and I use Wakely Road as a mountain bike/running commutes 2-3 times per week to the Wellington CBD. I will bike both up and down the Wakely street path on my commute. My partner however will come down Wakely Road but will bike up the Gorge as she doesn't feel safe navigating the section between Hutt Road intersection and Glover Street going uphill. We have both used this access way with no issues at all. I feel this is a great pathway to commute on for off road cyclist's runners and walkers. It provides a nice tranquil setting away from the chaos and car fumes of Ngauranga Gorge and is a great start/end to my day.

I do agree a proposition of making improvements to this as a commuting route and I agree making some improvements to this route and promoting awareness will encourage more commuters to use it. Given the projected extra users of this track in the proposal I do feel the work outlined is more than necessary. Below I have outlined the components I am in agreement with and what I am not: What I agree with I agree there is a need to make the track more safe for users and installing safety fences at the steeper parts and cutting back the vegetation will help with this. Also taking out the culverts will help. As a biker I'm quite wary navigating them and it will make the track pleasant to ride. I also agree improving the drainage will help to keep the track better maintained in storms. I would envisage this could potentially help minimise the risk of slips. Signage will also help with people's awareness for the track and using it. I also agree with the proposed easy access from Hutt Road. I think putting in better defined pathways will make it easier for bikers and walkers to navigate this busy section of road.

As I mentioned my partner doesn't go up Wakely Road because she is nervous about navigating this section. Improvements would encourage people with a similar view to her to use Wakely for their uphill commute. What I don't agree with my main contention with the plan is the proposal to pave the surface. I do not agree with this course of action. Alternatively I believe it would be a better option to keep the track as a gravel 4WD track. I agree a levelling exercise should be done and then a smaller stones shingle surface put down. I am against having asphalt as the surface for the following reasons: * The surface would be smooth meaning it would be easier for cyclists to get a lot of speed. The track is steep in sections and more speed would mean more risk of an accident with other cyclists or walkers. Also, given it is a narrow track with a steep drop to the left a gravel surface would mean cyclists would take more due care. * I believe the cost of paving the surface isn't warranted and it would be a more cost-effective option to keep the track as the same surface that it is. I don't think such extensive work would be warranted given the extra numbers of users this project would generate. * It would take away the general enjoyment of using the track and be out of character with the area. Please note I am referring to bullet point 2 in the list of proposed upgrades where it says 'levelling and paving the surface'. My interpretation is that asphalt is being applied. If the intention is to keep it as a 4WD track then I agree entirely with the proposal. I think it's a great idea to improve the general safety of this track and the section of

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pathway below it. I believe for the most part this project adequately addresses most of the key items that need to be done to encourage use of this pathway. My only suggestion is to revise bullet point 2 in the list of upgrades where it says 'levelling and paving' the surface.

Officer's response:

In response to your submission and your concerns surrounding sealing Wakely Road, we are investigating the use of recycled pavement millings as an option for sealing the path; the benefits here are that the surface texture is not quite as smooth as that of asphalt which would help to reduce excessive speed by those on bikes. Pavement millings are also thought to be suitable for the purpose of the construction of the path and fit well with the surrounding environment.

As part of the proposed upgrade the surface drainage will be designed in such a way that encourages a reduction in speed whereby it is proposed that the existing cut-off drains will be removed and replaced with larger and wider channels, designed in a way so that users can pass through with ease however also requiring a reduction in speed. These aspects of the upgrade in addition to appropriately placed signage and safety fencing will help to improve safety for all users.

Another benefit in using recycled pavement millings is that they would essentially be given a second use as opposed to going to waste in a clean fill as what currently occurs. As part of the detailed design with the proposed upgrade a final decision will be made at a later date as to whether pavement millings will be used as the surfacing material.

Submitter: Martin McCrudden
Address: 97 Woodman Drive, Tawa
Agree: Conditional Support

It is pretty sad to see all these off road tracks/trails becoming paved like the rest of the city, the northern suburbs lack great off road connections and recreational tracks/trails. I would be happy for this to go ahead if an alternative off road trail for trail runners, walkers and mountain bikers was formed. This track may not be well used at peak hours but this is because it is one small section when there needs to be a network of off road trail/connections to have off road users to use them instead of taking their car to work is needed as well as the paved alternative to encourage those that don't feel safe on the road with vehicles. Take Transient trail from Brooklyn as an example, this is a hugely popular off road trail and gets lots of commuters using it as well as recreational users. So please consider off road trails/networks in these suburbs. Thank you.

Officer's response:

Wakely Road provides a key connection for people choosing active modes to travel to and from Wellington City. Whilst we are proposing a significant number improvements as part of this proposed upgrade, all aspects of the design will take into account the surrounding environment with an aim to consider what effect these upgrades will have on the feel and character of Wakely Road as it is today. In terms of surfacing the track, we are investigating the use of recycled pavement millings as the surfacing treatment.

If this option is chosen it will deliver a surface which is not as smooth as asphalt, instead is of a rougher texture, this along with redesigned cut-off drains will still deliver a path which is suitable for mountain bikers, however also desirable for walkers and those on road bikes. There is no proposal now or in the future to provide an off road alternative if Wakely Road is upgraded as is proposed.

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Submitter: Matt Jones
Address: 43 Salford Street, Newlands, Wellington, New Zealand, 6037
Agree: No

I object to the current proposal for the Wakely Road shared path. There has also been very little opportunity for consultation. This significant piece of work only seems to have been advertised in the Dominion Post without other notices. It was only by chance that I noticed this was happening. The current plan is sparse on detail and there are a number of questions that need to be addressed before it goes forward.

1. What is the overall reason for this improvement? Is it to provide a safer route than the current narrow path in the Ngauranga Gorge?
2. Will a path that allows cyclists to go faster due to a better seal but is still very narrow be an actual safety improvement?
3. What will the width of the path be, and will there be blind corners where downhill cyclists and uphill cyclists or pedestrians could have collisions?
4. Is any lighting going to be installed to reduce the chances of collisions?
5. The footpath between the proposed path and the Ngauranga intersection is very narrow. What are the long-term plans to improve this?
6. This is a significant part of the potential network map that was published in the Wellington Cycleways Programme Master Plan in 2015. Why is this being done with so little consultation? Is it because it is a temporary fix before a better fix is put in place in the future?

Overall, it looks like this proposal will not improve the safety of cyclists and pedestrians from Newlands and surrounding suburbs and there has been little thought about how it connects with the wider network. This project needs to be properly thought through and done properly.

Officer's response:

The key drivers behind the proposed upgrade of Wakely Road is to increase the uptake of those walking, running and particularly cycling to and from work. Wakely Road currently delivers a separated route from that of Ngauranga Gorge for people choosing to commute to and from Newlands by bike. Due to the condition of the track, its use is limited to those on mountain bikes however this proposal would open the route up to people on road bikes as well, in addition to those choosing to run or walk. The route would also deliver a reduction in the chance of accidents occurring as has been identified to be an issue on Newlands Road, by an expected reduction of those on Bikes choosing to travel via Newlands Road and down the Narrow path parallel to the gorge.

In response to your concerns surrounding the steep grade of Wakely Rd and the risk that sealing the track will increase speed. We are investigating the use of recycled pavement millings as an option for sealing the path, the benefits here are that surface texture is not quite as smooth top that of asphalt which would help to reduce excessive speed by those on bikes. As part of the proposed upgrade the surface drainage will be designed in such a way that encourages a reduction in speed whereby it is proposed that the existing cut-off drains will be removed and replaced with larger and wider channels, designed in a way so that users can pass through with ease however also requiring a reduction in speed. These aspects of the upgrade in addition to appropriately placed signage and safety fencing will help to improve safety for all users. The average width of the path will be around 3.0m. There is no proposal at this time to widen the existing footpath which commences at the Intersection of Centennial Highway and Hutt Road and terminates near the bottom of Wakely Road. It is expected that additional work will be carried out to improve these paths and their connections when the New Zealand Transport Agency carries out the Petone to Ngauranga Cycleway project which also includes the intersection of Hutt Road/Jarden Mile and Centennial Highway.

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There is no proposal at this time to include lighting however this may be considered over the longer term.

We feel that this this traffic resolution has been advertised sufficiently. This included the standard notification in the Dominion Post. It was also sent to the appropriate community boards and residents associations in addition to an advert being placed in the Independent Herald newspaper. Individual letters were also sent out to affected residents (surrounding properties). Further to this a flyer drop was carried out to surrounding streets during the consultation period. All of this ultimately directed members of the community to our transport projects website which in addition to having information on this project also included information of our other projects and how this upgrade fits into the entire network.

Submitter: Hamish Reid
Address: 31 Truscott Avenue, Johnsonville, Wellington, nz, 6037
Agree: No

This is a terrible idea much like the island bay cycle way. Listen to the masses and ditch these silly ideas of what might work. Myself and other cyclists do not see this as being beneficial or safer than current road conditions

Officer's response:

We believe that the benefits of developing this alternative route between Wellington City and the Northern suburbs far outweigh any concerns you may have for why we are undertaking this project. These include but are not limited to:

- Separation from fast moving traffic
- Adequate width to allow walkers and cyclists to utilise the path effectively
- Encourage new users to take up active modes of transport that would have otherwise been put off by using the narrow paths next to SH1.

Submitter: Hilary Carr
Address: 13B Fernwood Court, Woodridge, Wellington, New Zealand, 6037
Agree: Conditional support

Lights at the bottom of the Gorge need to also be provided for pedestrians. Walkers have no way of getting across the busy intersection to get to the footpath side of the ride.

Officer's response:

In response to your submission, further work will be completed at such time that the New Zealand Transport Agency's Petone to Ngauranga cycleway project commences. This work is expected include an upgrade to the signalised intersection of Hutt Road/Jarden Mile and Centennial Highway. This work will help to deliver an improved level of service for pedestrians and cyclists through the intersection.

Submitter: Benjamin Burkhart
Address: 129 Ruskin Road, Newlands, Wellington, New Zealand , 6037
Agree: Conditional Support

Published here: <https://bikenewlands.wordpress.com/2017/08/10/wakely-track-upgrade-submission/> Kia ora koutou Thanks to everyone involved for your work on Wakely Track. For an

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introduction, I'm Ben; I've grown up on a succession of kids' bicycles in rural Central Europe. At the age of 7 or 8 I cycled to school and friends' places on my own, across three villages. Now I have a daughter and Big Car has taken over.

The intro to the proposal is great: 'Wellington City Council is working to make active modes of transport safer and more appealing for people so they have more travel choices.' In my view this is not 'just' the upgrade of a trail. This is an upgrade to, and a largely new asset to, a community. Wakely is already an important track. I ride Wakely a number of times per week and during daylight hours I usually meet people on this trail. Dog walkers, Sikh grandpas on their morning walk, school girls, mountain bikers, you name it. However the proposal mentions a number of crashes on both Newlands Road and Centennial Highway. I can relate. Down Newlands Rd I've had a bunch of hairy situations. Even riding down at 40kph I get overtaken by cars doing a guessed 65kph. As such I've learned to ride fast and take the lane. The Hurring Pl intersection e.g. is a hazard. Centennial Highway of course has a dodgy shared path. Your statistics back that up. I'm not going to elaborate — if it's not clear to someone then they'll have to ride it.

The plans for the track itself are great. Sealing it will make it lots more acceptable to part of the community. People will be able to use any bicycle, not just a mountain bike (and, let's face it, on a mountain bike it was never an exciting trail). One thing that is always a great eye opener is the 8 to 80 rule: Think of an older adult. Think of a child. Would you send them out together to walk to the park? If yes, it is safe enough. If no, it needs to be improved!
<http://www.880cities.org/images/resource/engagement-tools/the-8-80-rule.pdf> it should be kept in mind that we're building for the 'interested but concerned' part of the population. The ones who want to ride to work but are unsure whether it's safe. There are lots of people like that. And this is where there are issues with the connection through Ngauranga and to the shared path on Hutt Rd. Southbound: People on bicycles will still have to share the road with fast going trucks and

impatient drivers of varying skill sets. Please refer to international literature for the problems, but in short it's not tenable. One great thing of course is that not-designed-for use of other facilities, Namely a new uphill shared path, is not usually enforced. Northbound at the Ngauranga interchange there is currently no safe and safe looking connection from the Hutt Rd shared path to the footpath on the eastern side of Centennial Highway. 'Safe' means that it is fully served by traffic lights with fast reactions and zebra crossings. I've heard rumours about this but haven't seen any plans. The footpath is quite random. There is at least one large kerb that has to be mounted. Between the SH1 overbridge and the Smiths City shop there's a boom gate. It's not clear who owns, controls, or operates this. Either way, this cannot stay. As mentioned this is about building a community, and an uninviting looking boom gate cannot have a part in that. I'm not sure whether a 'shared path' designation includes any standards for intersections. The Malvern Rd and Glover St intersections will require zebra crossings or similar. This point is about an actual real serious hazard. The proposal says "" This report also seeks to alter the status of the existing footpath on the east side of Centennial Highway between the intersection of Hutt Road and its intersection with Wakely Road. Formalising this as a shared path will provide a safer connection between Hutt Road and Wakely Road for people on bikes when travelling in both directions. The shared path status would carry with it obligations on each path user. There is no proposal at this time to widen the existing path. "" Now between Malvern Rd and Glover St there largely is no footpath. There is angle parking. *There* *is* *no* *footpath* for you to build this community connection on. You will have to reclaim and build it. Angle parking is very dangerous when approached from behind. On a bicycle travelling northbound, it is impossible to see reversing lights. Drivers will look back if lucky — they will absolutely certainly not look to their right because it'll be unusual for anyone to approach them this way. This is seriously dangerous stuff that you're building here. As mentioned this is about building a community. If you leave these angle parks in place, you will keep people from riding here. The cars are 'owned' by the shop there via signs. I'm no expert but I'm sure

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they're just plain road reserve and not owned by the shop. You, the council and the councillors, will have to keep community building in mind here, and make this path through Ngauranga safe in all possible ways. Thanks a lot. Nga mihi Ben

Officer's response:

Last year we completed some work to improve safety for people on bikes traveling southbound along Centennial Highway, this included surface treatments through the intersection of Glover Street to highlight the presence of the cycle lane as well as shifting the bus shelter near Elite Fitness so that the cycle lane passes behind it, eliminating the conflict here between buses and those on bikes. This proposal doesn't include any additional improvements heading southbound along Centennial Highway however further work will be completed at such time that the New Zealand Transport Agency's Petone to Ngauranga cycleway project commences. This work is expected include an upgrade to the signalised intersection of Hutt Road/Jarden Mile and Centennial Highway. This work will help to deliver an improved level of service for pedestrians and cyclists through the intersection.

We are not aware of there ever being an issue with the Boom Gate near Smith's City in the past, however if this ever becomes an issue we will endeavour to speak with Smith's City and the building owner to ensure access is always maintained. In response to your concerns regarding the safety and accessibility of the footpath particularly near the Malvern Road intersection we are aware that the footpath runs behind that of the angle parking outside Hunter Furniture, therefore we propose marking this section appropriately to highlight that this section is being used by both pedestrians and those on bikes. In addition due to the relatively low turning volumes in and out of Malvern Road, safety here for pedestrians and cyclists will not be compromised further than currently exists.

Submitter: Neville Henderson
Address: Unknown, Wellington, Wellington, New Zealand, 6037
Agree: Conditional Support

I'm one of the few people who cycle this route to and from work on a regular basis when it's windy. I'm an intermediate level mountain biker who is confident on this track, and confident enough to work my way across 2 lanes of traffic on Centennial Highway to get to the bottom of the track on the way home to Newlands. I wouldn't recommend it for anyone who is less experienced or confident. I wouldn't take my kids down it or be comfortable trying to get them across the traffic to get to the start at bottom of the track. There are some narrow ruts and the cambers on the storm water channels are not designed for cyclists. When it rains like yesterday, parts of the path turn into a stream. So paving the track would make it much more accessible for cyclists and walkers of all ages and abilities.

To achieve that you will need some decent signage at each end, but more importantly it needs to be easy to get to from the Ngauranga interchange. How are bikes supposed to get to the proposed uphill shared path (Westbound for bikes)? This isn't clear. The existing lights are not designed to enable this. My only other plea is that the track gets maintained regularly. There are regular rock falls that will need to be cleared to make it safe and accessible. I would take this track every day if I could ride my commuter bike with skinny tires on the track! No vehicle fumes and quiet - make this the best commuter path in Wellington!

Officer's response:

In response to your submission, this proposal doesn't include any upgrade to the signalised intersection of Hutt Road/Jarden Mile and Centennial Highway. We are aware however that these

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signals are expected to be upgraded at such time that the Petone to Ngauranga cycleway project commences. It has been indicated that this work will commence in the relative near term so may coincide well with the construction of this project. Any potential upgrades here should significantly raise the level of service for pedestrians and those on bikes at the intersection and help to improve the connection to Wakely Road.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn, Wellington, New Zealand.
Agree: No

I oppose the proposal, on the following grounds.

1. There is no assessment of its effects on walkers
2. It appears to assume that bikes on the uphill direction will not be a problem for walkers
3. The effect of paving the road is not assessed. Without seeing more information, I would argue that it should have gravel rather than sealed surface to reduce bike speeds and make it clear that it is a recreational, not just commuting, route.
4. There is no information on why the current footpath should be used for bikes, rather than car space being allocated to them

Officer's response:

1. The Proposal will in fact improve conditions for pedestrians to get from Wellington City to Newlands, through upgrading a route which is underutilised at present due to its poor condition. The proposed improvements will make the path much more enjoyable for those choosing to walk the route.
2. Due to the slight uphill gradient of the footpath from the Signals at Hutt Road as well as the two intersection crossings, the speed at which cyclists travel will be limited therefore they're effect on pedestrians will be minor. By allocating the path as shared, each user will have their own obligations to share the space effectively. This is the same with Wakely Road itself in that the path is sufficiently steep enough that cyclists travelling uphill will be limited in how fast they can ride. The route will be appropriately signed to ensure that all users aware that the space is shared.
3. In terms of surfacing the track, we are investigating the use of recycled pavement millings as an option for sealing the path; the benefits here are that surface texture is not quite as smooth as that of asphalt which would help to reduce excessive speed by those on bikes. As part of the proposed upgrade the surface drainage will be designed in such a way that encourages a reduction in speed whereby it is proposed that the existing cut-off drains will be removed and replaced with larger and wider channels, designed in a way so that users can pass through with ease however also requiring a reduction in speed.
4. We propose making the northern footpath shared, commencing at its intersection with the Hutt Road signals and terminating at the base of Wakely Road. This was decided as it is safer to allow people on bikes to ride up this footpath as it is grade separated from the carriageway which provides a level of safety of which is not currently available. This footpath also has a low volume of pedestrians using it therefore allowing cyclists to use it was deemed to have no significant impact

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on existing users. The alternative has been identified as being too dangerous in that cyclists wanting to access Wakely Road from Hutt Road would have to traverse across two lanes of 80km/h traffic to get into Glover St and continue up to cross its busy intersection with Centennial Highway before continuing up to Wakely Road.

Submitter: Mike Mellor on behalf of Living streets
Address: Not Given
Agree: No

No - We oppose the proposal, on the following grounds.

1. There is no assessment of its effects on walkers.
2. It appears to assume that bikes on the uphill direction will not be a problem for walkers. With e-bikes, that assumption is simply not true.
3. The effect of paving the road is not assessed. We would argue that it should have a gravel rather than sealed surface to reduce bike speeds and make it clear that it is a recreational, not just commuting, route. A surfaced path would facilitate fast speeds downhill, to the detriment of walkers.
4. The current footpath on Centennial Highway south of Glover St, proposed to be a shared path, is the only pedestrian link between the commercial area and Hutt Rd, including its bus stops and Ngauranga railway station. This footpath is about 1.2m wide, which is already much narrower than NZTA's 3m width guideline for collector road footpaths, and narrower than the 1.65m "absolute minimum" width for local road footpaths (NZTA Pedestrian Planning & Design Guide p14-3). For commuter shared paths, as proposed, the desirable width is 3m, with a minimum of 2m (p14-20).
5. There appears to have been no consideration given to the risks of pedestrians/cyclists trying to pass each other on a path that is too narrow for this to be achieved easily, adjacent to a busy main road. A small mistake here could easily have significant consequences.
6. The current footpath on Centennial Highway north of Glover St is also narrow, and is proposed to be shared with uphill cyclists, while their existing downhill cycle lane will remain. Again this is a degradation of pedestrian space, and e-bikes and fitter cyclists could well be moving at a significant pace on what is currently the footpath.
7. We strongly oppose this significant degradation of the existing substandard pedestrian facility. If such a facility is required it should use vehicle space, not pedestrian space. North of Glover St there should be a two-way cycleway and a dedicated footpath, not the arrangement proposed.
8. The title of this Traffic Resolution is very misleading, giving no indication that the Centennial Highway is affected: users of that footpath will be those most affected by the proposal.

Officer's response:

1. The drivers behind this proposal are to get more people walking, running and particularly cycling to and from work. The Proposal will in fact improve conditions for pedestrians to get from Wellington City to Newlands, through upgrading a route which is underutilised at present due to its poor condition. The proposed improvements will make the path much more enjoyable for those choosing to walk the route.
2. Due to the slight uphill gradient of the footpath from the Signals at Hutt Road as well as the two intersection crossings, the speed at which cyclists travel will be limited therefore they're effect on

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pedestrians will be minor. By allocating the path as shared, each user will have their own obligations to share the space effectively. This is the same with Wakely Road itself in that the path is sufficiently steep enough that cyclists travelling uphill will be limited in how fast they can ride. The route will be appropriately signed to ensure that all users are aware that the space is shared.

3. In terms of surfacing the track, we are investigating the use of recycled pavement millings as an option for sealing the path, the benefits here are that surface texture is not quite as smooth as that of asphalt which would help to reduce excessive speed by those on bikes. As part of the proposed upgrade the surface drainage will be designed in such a way that encourages a reduction in speed whereby it is proposed that the existing cut-off drains will be removed and replaced with larger and wider channels, designed in a way so that users can pass through with ease however also requiring a reduction in speed.

4. (Answer for 4 and 5) We are aware that the footpath south of Glover Street is narrow, however as this proposal is aimed at upgrading Wakely Road to be a suitable commuter route, the anticipated direction of both pedestrians and people on bikes will be the same at peak times of which this route is likely to see most of its use. It is therefore anticipated that conflict between users will be minimal to nil as with the designation of a "shared path" clearly states that pedestrians have right of way over cyclists. Due to the nature of the path in that it is of a slow uphill gradient, the possible speed of those on bikes is greatly reduced.

6. The footpath north of Glover Street is to be designated as a shared path (uphill only for bikes). The reasoning behind this is because the existing cycle path is too dangerous as this is where cyclists travelling at some speed down the footpath directly parallel to Ngauranga Gorge are received, therefore the risk of conflict and serious injury are too high to allow this bidirectional movement to take place. By allowing bikes to use the footpath and share with pedestrians, the risk of serious accidents is reduced as a result of the lower speed differential between bikes and pedestrians. Also to be noted is the grade of the path starts to become steeper here so people on bikes won't be able to reach excessive speeds here. There is no proposal to widen this path in the future nor is there any room to do so.

Submitter: Philip Myth
Address: 116 Newlands Road, Newlands, Wellington, New Zealand, 6037
Agree: No

This is the submission of Philip Lyth. I am a resident of Newlands, near Wakeley Road. I often walk part or all of the way down Wakeley Road. I wish to make an oral submission to Council. I object to the proposals for Wakeley Road, from #23 down to the Gorge, on health and safety grounds, and for other reasons. I support improved cycling infrastructure and suggest there are better uses in Newlands for the limited budget.

When the proposals were advertised, I asked Council if there was any more information available than that online/advertised. I was told there was not. I asked if there would be any more information. There was no response and I have searched without success for any more information.

Geotechnical safety

Council has not obtained any geotechnical expert reports on the route. Wakeley Road is the original road access to Newlands, appears to have been done in the last 100 years to alter the formation and profile of the route. There is clear evidence of the instability of Wellington rock. There have been significant closures of both Ngauranga Gorge and Ngaio Gorge for the hillside in the late 19th century. Little roads in recent weeks. There have been significant slips on Wakeley

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Road, which Council does not clear for understandable reasons. Some are big enough to block car/light truck vehicle access. There are currently more than a dozen slips on the road. At least two have come down in the last four weeks. There have been significant closures of both Ngauranga Gorge and Ngaio Gorge roads in recent weeks. Near the bottom of the road – just before it turns right to meet the Gorge – there is a quite narrow section, with a high rock face alongside it. I cannot see that the road would be sealed without cutting this back, and requiring remediation of the rockface to ensure it is safe. Remediation. Council has no information on the quantity of remediation that will be required to make the hillside above the road safe for the entire length, and to eliminate the risk of future slips.

Budget

Council has no budgeted amount for the work required. As noted above it is not a simple matter of sealing the road. Given the Ngaio Gorge and Ngauranga Gorge experiences, it would be extremely unwise to approve the proposal at this stage without knowing what work is required to make the road safe. The \$37 million fund for cycle works is not limitless, and writing a blank cheque for Wakeley Road could prove to be expensive. There are no detailed design proposals to allow a budget to be costed.

Cycle safety

The cyclist numbers in the proposal are either flawed or seriously out of date. Rather than there being 12 cyclists in the morning peak, I counted 12 people in just 15 minutes this morning between 7.45am and 8 Am. I'd estimate the morning peak to be around 40 rather than 12. The accident numbers reported on Ngauranga Gorge are an argument for protected cycle lane/s on SH1. It is not credible that cyclists travelling from north of Johnsonville would detour up Newlands Road – a 40 metre vertical climb to the Wakeley Road summit – to avoid a short stretch of SH1 cycle path while travelling double the distance. The accident numbers reported on Newlands Road are again an argument for a protected cycle lane there.

Consultation

I was pleasantly surprised to learn that Council has written to the residents of #23, who will be significantly affected by the proposal. However, anecdotal data gleaned from talking to some Wakeley Road users and some cyclists using Newlands Road reveals an almost universal lack of knowledge of the proposal and a lack of proper consultation. It would have been simple for officers to provide information in a Newlands Road layby one afternoon so that cyclists returning from the City could be aware of the proposal.

I invite Council to return the proposal to officers so that cyclists can be consulted, after geotechnical and remediation reports have been obtained and addressed. For the avoidance of doubt the Newlands Paparangi Progressive **not** Newlands residents. It has no presence or visibility in the area, produces no newsletters and does nothing to seek residents' views. It is very much a very small group – its Annual Reports filed with the Incorporated Societies office show a near-zero membership – which cannot be said to represent the area. Association is a body that can be consulted as representative of

Alternative use for the cycle infrastructure fund

Given the financial risk associated with the hillside above Wakeley Road, Council should look at alternatives. Taking into account the likely cost of the Wakeley Road proposal, aside from geotechnical and remediation work, I would suggest the following. Installation of a protected cycle lane on Newlands Road, Bracken Road, Helston Road, and Stewart Drive, so as to create a safe suburb network for cyclists. This would provide a significant increase in safety both for adult commuters, and for school students at Newlands School (primary) Newlands Intermediate School and Newlands College. It would be expected to result in a significant increase in students cycling to school.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Officer's response:

Geotechnical safety:

We are aware that there have been many slips along Wakely Road with almost all of the larger slips being cleared by our contractors. We are very mindful of the risk for future slips; therefore remediation will be carried out where possible. This will entail planting of shrubs on some of the more exposed faces along the route. Hydro seeding is also being looked at as a suitable method to increase the vegetation and cover in areas which are prone to slippage. As part of the detailed design we have identified a need to contain any future slip debris away from the usable path. As a result the drainage design has taken into account this requirement. For the most part drainage will comprise of an open channel lined with rock at around a total width of 1-1.5m. The channel will be graded such that it draws runoff back to the inside of the track (hillside). By doing this, slip debris will fill up the channel first before spreading to the track itself. As and when required these slip debris will be removed so as not to affect the purpose of the drainage system.

Budget:

This project was identified last year as a key connection within our future cycling network. That is a secure, separated route away from general vehicle traffic with the potential to aid in the uptake of cycling due to its safety benefits. Therefore the project has been budgeted for and if approval is received will deliver a value for money project with the potential to deliver significant benefits for people choosing to walk or cycle from the northern suburbs, Particularly Newlands.

Cycle Safety:

On the date of the count, a total of 12 cyclists were observed cycling southbound along Newlands Road, obviously I am aware that these numbers can vary from day to day, so this may not be a true representation of the number of cyclists commuting in from Newlands. As Newlands Road is quite a heavily trafficked route, any new riders may not be confident enough to essentially "take the lane" with other traffic so it is anticipated that by developing this alternative route the less confident and new riders will be more compelled to consider riding into the city. In addition a large majority of future incidents can be avoided by opening up Wakely Road to all riders and not just mountain bikers, particularly as many of the crashes which were identified over past years on Newlands Road occurred south of its intersection with Wakely Road.

Consultation:

Early on during this projects inception, interception surveys were carried out during February & March this year during the morning peak to gauge what current users of Wakely Road thought of its current condition as well as what they thought a good upgrade would comprise. This proved very constructive which allowed us to investigate what could be achieved. In regards to the formal engagement process, notification was given in the Dominion Post; in addition an advert was placed in the Independent Herald Newspaper during the consultation period. Resident associations were also notified as well as individual letters being sent out to surrounding residents. We also chose to deliver a flyer to several streets near Wakely Road. A stack of these flyers was also left at the New World supermarket in Newlands for anyone to take one. All of these sources ultimately led readers back to our transport projects website which not only detailed the individual project but how it fits into the wider network.

PROPOSED TRAFFIC RESOLUTION

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Reference Number: TR 107-17

Location: Rugby Street, Mount Cook.

Proposal: Removal of one P10 car park and the installation of no stopping lines.

Information:

Rugby Street is part of the Basin Reserve road network which is a key link between Wellington's eastern and southern suburbs and the city centre. It is part of State Highway One and is very heavily trafficked. The significant traffic volumes, combined with different types of road users (e.g. buses and bikes), moving at different speeds and interacting with a parked vehicle often results in efficiency and safety issues.

This report seeks to improve safety and traffic flow on Rugby Street between Dufferin Street and Adelaide Road by removing one P10 carpark. This will allow for smoother flow for traffic making a left turn onto Adelaide Road and provide more space for people on bikes who choose to use this route.

Twelve hours of video footage over a weekday and a weekend day in early 2017 was analysed. The following observations were made:

- A large volume of traffic on the Rugby Street approach to the Adelaide Road traffic lights made a late left turn into Adelaide Road due to the presence of a car parked adjacent to 27 Rugby Street. A large number of vehicles were observed straddling the lane lines when making this manoeuvre which caused some blocking of the Basin Reserve gyratory.
- People on bikes were forced to take the lane past the parked car, exposing them to high volumes of fast moving traffic (figure 1).



Figure 1. Cyclist/Vehicle conflict past parking space on Rugby Street.

PROPOSED TRAFFIC RESOLUTION

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- Some cyclists chose to avoid the vehicle conflict and rode illegally along the footpath from Dufferin Street to Adelaide Road resulting in conflict with pedestrians.
- The car park was occupied 14% of the time between 10:30am - 5:30pm on a Wednesday, and 54% of the time between 11:00am – 4:00pm on a Sunday. This shows the car park is not well used during the week, however experiencing higher demand over the weekend.

The removal of the car park will significantly increase the usable carriageway width which will help to improve efficiency and safety for all road users, particularly those making the left turn onto Adelaide Road. Alternative P10 car parking spaces are available within 14 metres of this location.

The NZ Transport Agency supports this proposal.

Key dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) Report sent to City Strategy Committee for approval. | 14 September 2017 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Legal Description:

Delete from Schedule A (P10) of the Traffic Restrictions Schedule

<i>Rugby Street</i>	<i>P10</i>	<i>South side, remove all parking restrictions commencing from its intersection with Adelaide Road extending in an easterly direction following the southern kerb line for 52 metres.</i>
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Add to Schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule

<i>Rugby Street</i>	<i>No Stopping</i>	<i>South side, commencing from its intersection with Adelaide Road extending in an easterly direction following the southern kerb line for 52 metres.</i>
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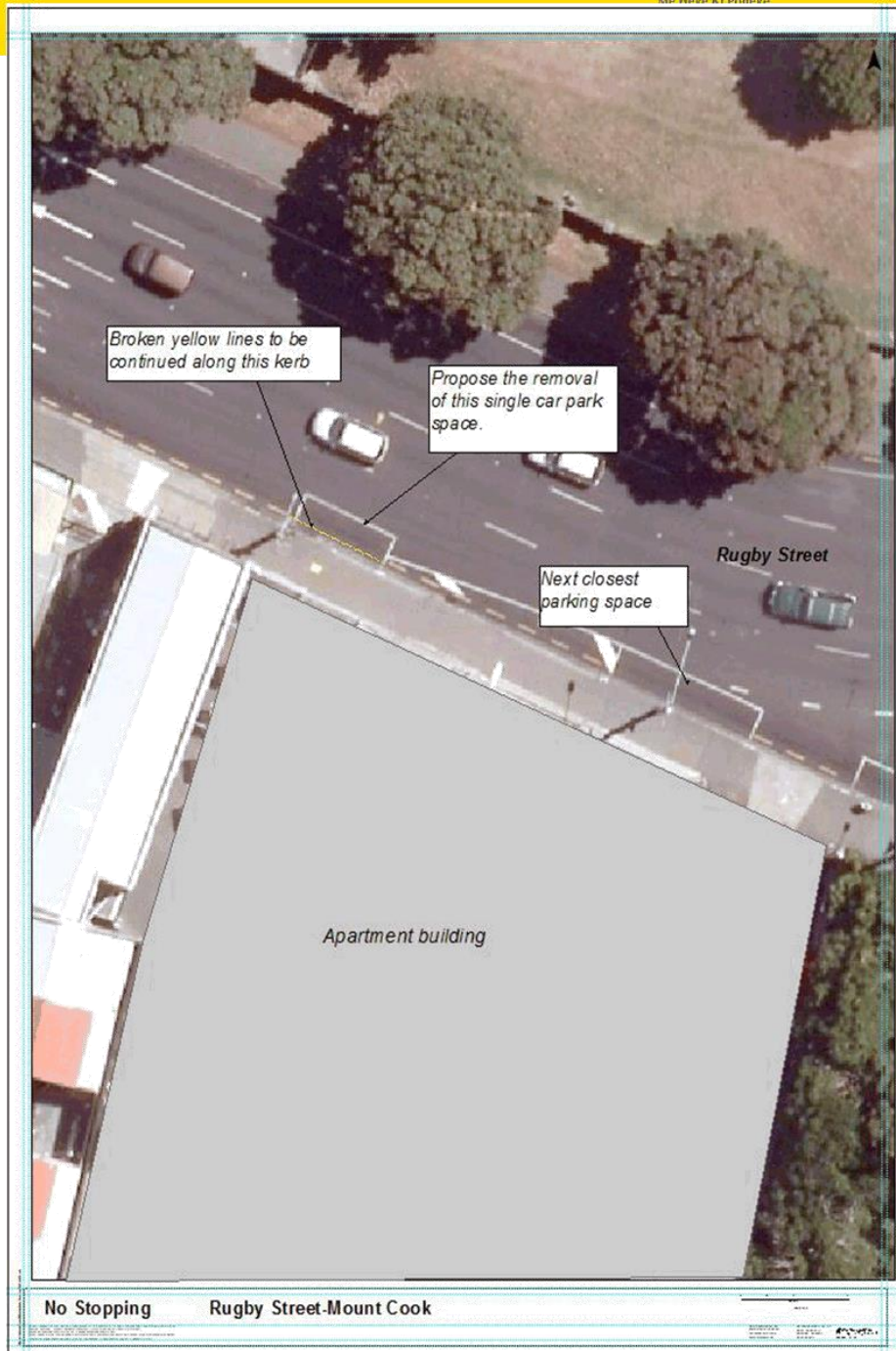
Prepared By : Luke Benner (Transport Projects Engineer)
Approved By : Steve Spence (Chief Transport Advisor)
Date: 05/09/17

WCC Contact:

Luke Benner
Transport Projects Engineer
Transport and Waste Operations
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101 Wakefield Street / PO Box 2199,
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Email: luke.benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke



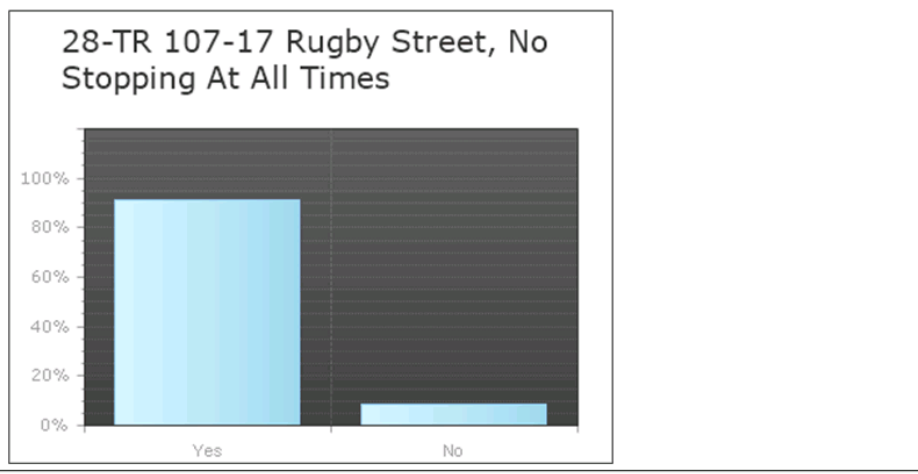
Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Feedback received:

Summary of submissions:

Decision Sought	Number of submitters who selected this option	%
Yes	31	91.18%
No	3	8.82%



Submitter: Jono White
Address: Not known
Agree: No

I noticed from your summary that the park was only occupied for 14% of the weekday time it was surveilanced. I would have thought that this isn't unusual given that it is truly a short-term park, and people generally avoid it if they are going to be anything other than in-and-out. The weekend occupancy also appears to illustrate residents taking the chance to park longer than usual, similar to the way they do in the parks on the opposite side of the road.

I'm obviously opposed to the proposal on the basis that it can't have a positive impact on our credibility as a retail financier, and that it will require customers to walk further and from more dangerous locations to reach us (such as crossing SH1).

I've spent some time watching the traffic round the Basin Reserve, and it doesn't appear as though the 10min park in questions affects the traffic flow any more than the other 10min parks just along Rugby St in an easterly direction. If the Council's

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke

decision is to remove the 10min park, are they open to any action to help preserve some parking for us, such as: extend the other 10min parks further along (in an easterly direction); or dedicate the 10min parks further along (in an easterly direction) for our business customers, during business hours?

I'm happy to discuss further if useful, so please don't hesitate to call.

Officer's response:

In response to your submission, the benefits of removing the parking space will be to improve safety among all road users by ensuring the adjacent traffic lane is of an adequate width, therefore eliminating the conflict of having larger vehicles straddle across two lanes impeding the flow of traffic in the other lanes. The removal of this parking space will also improve safety for those on bikes as it will eliminate the situation where they become squeezed out into the flow of traffic and put in a vulnerable position, the benefits will also be seen by an expected reduction or elimination of conflicts experienced between those on bikes and pedestrians using the adjacent footpath as sufficient space would then be available for bikes to be on the road.

With regards to your concerns around the availability of nearby parking, there are two short term parking spaces within 15m, with at least another four along the rest of the street directly east of the parking space at 27 Rugby Street which all carry the same P10 restriction. In addition there is a significant amount of coupon parking on the northern side of Rugby St directly adjacent to the Basin Reserve. We don't see there being any issue around the safety of your customers having to cross SH1 in order to get to your business, as there are pedestrian crossings provided at the nearby signals, which provides for an adequate provision for pedestrians to safely cross this section of road.

At this time there is no proposal to allocate any of the parking on either side of Rugby St to your businesses customers.

Submitter: Hamish Reid
Address: 31 Truscott Avenue, Johnsonville
Agree: No

This is a terrible idea much like the island bay cycle way. Listen to the masses and ditch these silly ideas of what might work. myself and other cyclists do not see this as being beneficial or safer than current road conditions.

Officer's response:

The removal of the single parking space directly adjacent to 27 Rugby Street will help to improve safety for all road users through this section of Rugby St, by reducing conflicts between the various modes and therefore reducing the likelihood

PROPOSED TRAFFIC RESOLUTION

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of a serious accident from occurring. The benefits will also be seen among pedestrians using the adjacent footpath through an expected reduction in conflicts with those on bikes as there will then be sufficient space to ride on the road without the danger of being placed into a vulnerable position in a narrow, busy traffic lane.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 116 – 17

Location: Phillip Street - Johnsonville

Proposal: No stopping at all times

Information: The removal of one car park is proposed in order to improve accessibility for buses turning left from Frankmoore Avenue into Phillip Street. This proposal will improve bus movements for buses serving St Brigid's School, as buses currently find it difficult to enter Phillip Street when cars are parked on both sides of the street.

St Brigid's School is served by six buses per day. Large buses are required to operate in the street as the school is served by a combination of public bus routes and school bus routes, which each serve other schools in the Johnsonville area.

Net parking loss: 1 parking space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 25 July 2017
- 2) Feedback period closes. 11 August 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 14 September 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

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

Column One	Column Two	Column Three
Phillip Street	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Frankmoore Avenue and extending in a southerly direction following the eastern kerbline for 12.5 metres.</i>

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

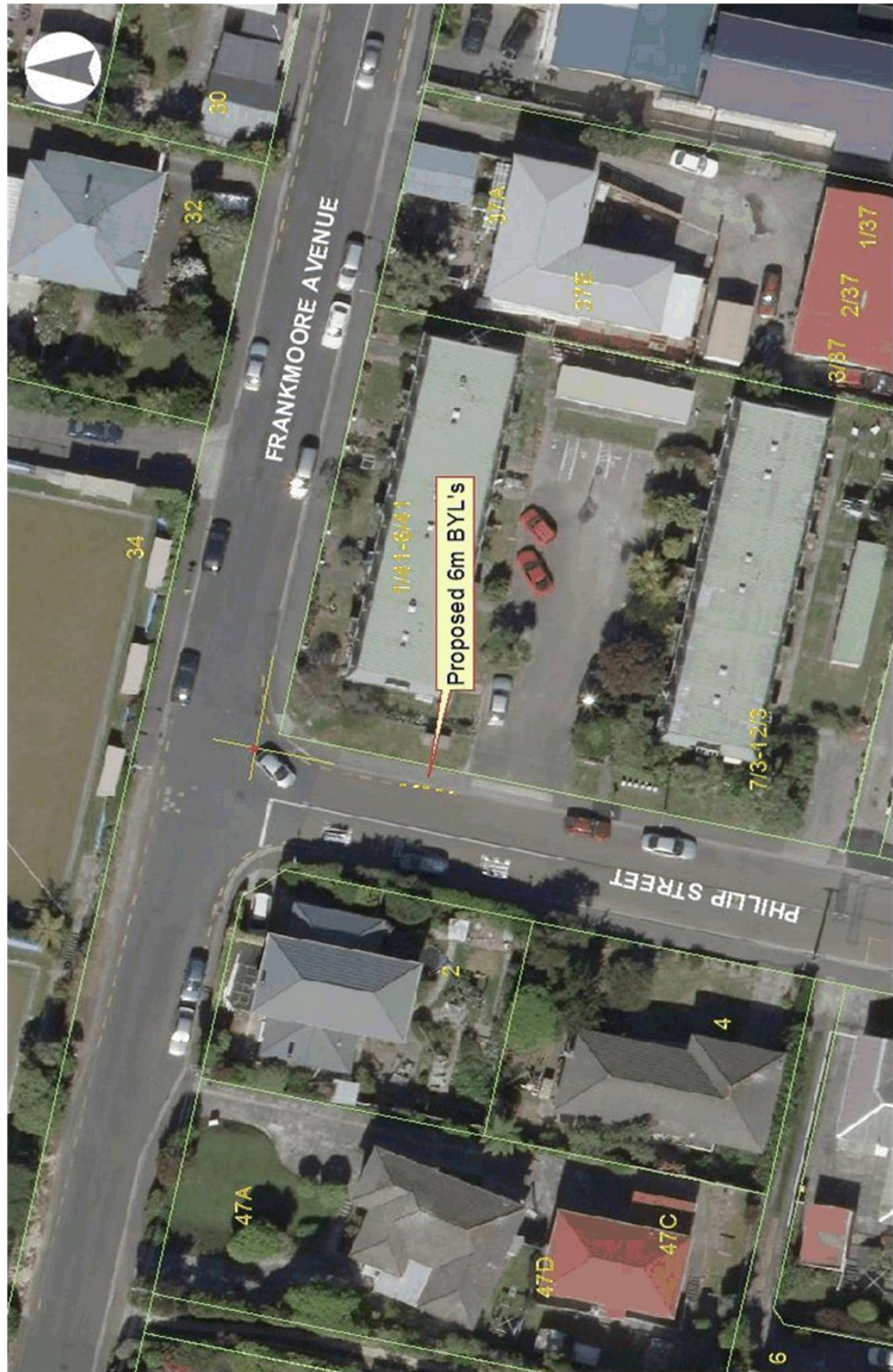
Column One	Column Two	Column Three
Phillip Street	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,046.3824 m, Y= 5,435,065.7929 m), and extending in a southerly direction following the eastern kerbline for 18 metres.</i>

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 05/09/17

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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



Phillip St Johnsonville TR (116 - 17)
Proposed NSAAT Opposite #2

MAP PRODUCED BY:
WELLINGTON CITY COUNCIL
101 WAREPOLE STREET
WELLINGTON, NZ

ABSOLUTELY
POSITIVELY
No. 101 WAREPOLE STREET
WELLINGTON

ORIGINAL MAP SIZE: A3
DATE: 13/07/2017
AUTHOR: R. BRIDGEMAN
REFERENCE:

FEEDBACK RECEIVED

**Absolutely Positively
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Me Heke Ki Pōneke

Feedback received:

Submitter: David Wanty
Address: 48 McLintock Street, Johnsonville
Agree: Yes

Support. Begg the question why does this need to be publicly notified. Will also assist during construction of the Housing Corp development on the corner.

Submitter: Mike Mellor
Address: Living Streets
Agree: Yes

We support this proposal. Bus movements must always take precedence over parking.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR117-17

Location: Lombard Street & Bond Street - Te Aro, Wellington

Proposal: Proposed Shared Zone at all times.

Information: Background to the Shared Zone.

The key objectives for the Shared Zone project in Lombard Street and Bond Street, instigated by the Urban Design team, was to reduce vehicle dominance, traffic speeds and create a pedestrian friendly space by converting the Lombard Street and Bond Street east roadway to a shared pedestrian and vehicle surface, integrated with Denton Park green space and the nearby retail space. This project aligns with the Central City Framework (2013) and aims to increase patronage to the area.

Lombard Street and Bond Street are predominantly used as service lanes and access to the Lombard car parking building and nearby private car parks. Despite providing a key pedestrian network connection between Cuba, Manners and Victoria Streets, these areas primarily cater to vehicles. Pedestrian and cycle facilities are currently limited and of a poor standard.

Long Term Plan deliberations in 2015 agreed \$1.5m funding to undertake a streetscape upgrade project in the 2016/17 financial year. Recently funding was increased to \$3.025m to extend delivery of the project to Bond Street east. The project aims to create a new attractive streetscape and greenspace for the city while improving the interface with adjacent streets.

The project supports future development in the area, including the 1,500 sqm of new retail and commercial space currently being developed on the corner of Manners and Victoria Streets by Cook Strait Properties.

Development of the Shared Zone

Shared spaces are slow speed environments where pedestrians have the right of way. Creation of shared pedestrian and vehicle spaces typically involve removing the delineation between footpath and road so that users can share the space. This involves removing kerbs to create a single level of paving across the full width of the space. Signs, barriers, bollards and road markings used to manage vehicle and pedestrian traffic are kept to a minimum. This creates a level of uncertainty, particularly for vehicle users.

Uncertainty creating a level of caution is an important part of the shared space ethos. Drivers tend to be more cautious and reduce speed when entering a zone without traditional roading environment cues. In this way, shared spaces encourage both motorists and pedestrians to slow down, engage with their surroundings more carefully and acknowledge other users. This is believed to lead to shared space streets often becoming safer environments.

Where shared spaces have been introduced overseas, city streets have

PROPOSED TRAFFIC RESOLUTION

been reclaimed as high quality spaces that attract more people. Benefits include:

- more space for pedestrians to move, sit and relax
- more space for outdoor activities such as dining and events
- increased flexibility in the use of the street environment for a range of activities
- traffic reduction and calming, whilst still retaining access for traffic
- the creation of attractive destinations for people to visit, spend time in and shop
- the creation of more vibrant street areas that can better support local businesses and attract long-term investment.

The Lombard Lane project aims to increase pedestrian amenity, reduce vehicle dominance and provide more space for outdoor activity. Design elements such as a specific paving palette, street furniture and planting give the space a sense of intimacy and provide a different visual language to the adjacent traffic dominated streets and encourage slower vehicle speeds. While it is proposed that signage clearly identifies either end of the shared space, all other signage and street markings will be kept to a minimum.

Bond Street has been designed so that, if they feel more comfortable doing so, pedestrians may walk along 'accessibility zones' that are located either side of the street (Victoria to Lombard Streets) or on the northern side of Bond Street (Lombard to Cornhill Streets). These zones are free from street furniture and parked vehicles.

The Lombard Lane project shared-use space has been designed to support a variety of outdoor activities to enliven the area. Activities could include casual seating, busking or music activities, festivals, markets and outdoor exhibitions.

Proposed Traffic & Parking Control Changes

The traffic resolution is required for the following changes:

- Convert Lombard Street and Bond Street east (between Victoria Street and Cornhill Street) to a shared-use zone.
- Public vehicle access will be maintained to the northern part of the lane to allow continuing operation of the Lombard car parking building.
- Signage to be installed at either end of the shared-use route to identify that public are entering/exiting a shared-use zone.
- There are no alterations planned to the layout of existing loading arrangements on Bond Street and these controls will continue to operate.
- No changes are proposed for Cornhill Street or the private laneway on the southern side of the Lombard car parking building.

Previous traffic resolution TR 70-17 approved an additional loading bay on Cornhill Street. Removal of all associated signage and markings related to the loading zone in Lombard Street as part of the shared zone will be undertaken.

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Road Safety Audit Findings

A road safety audit has been carried out in May 2017 of the detailed design. Safety issues have been raised that have been addressed in the design.

The key issues raised in the audit were:

- The risk of cars u-turning or reversing for long distances from the end of Lombard Street as there is insufficient space to turnaround;
- The risk of bus manoeuvring and reversing in Bond Street; and
- Minor concerns around detailing of surface finishes and wheel stops.

Each of these issues have been addressed by providing signage or changes in surface areas.

No safety audit findings have influenced changes to the original traffic and parking controls for Lombard Street and Bond Street.

The traffic engineers also raised concerns which have been addressed through design changes.

- Ensure clear signage from Victoria Street;
- When project is launched, consider additional temporary signage at Victoria Street until people have become familiar and comfortable with how the shared space operates;
- Enforceable parking restrictions (white/yellow lines);
- Ensuring wheel stops, if required, are clearly visible;
- Install bollard or similar at Cornhill St/Lombard St intersection;
- Liaise with parking building owner to encourage speed reduction for cars entering and exiting the building;
- Undertake second safety audit post construction;

Consultation

Consultation was undertaken with surrounding residents and tenancies (including the entire surrounding block).

Consultation was also undertaken with the adjacent tenancies about use of their rear loading docks.

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes | 11 August 2017 |
| 3) Report sent to City Strategy Committee for approval | 14 September 2017 |
| 4) Feedback may result in further consultation or amendment as appropriate | |

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Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Bond Street	<i>Shared Zone at All Times</i>	<i>From its intersection with Victoria Street to its intersection with Cornhill Street. (96.88m)</i>
Lombard Street	<i>Shared Zone at All Times</i>	<i>From its intersection with Bond Street to its intersection with Manners Street. (82.21m)</i>

Prepared By : Charles Kingsford (Principal Traffic Engineer T/L)

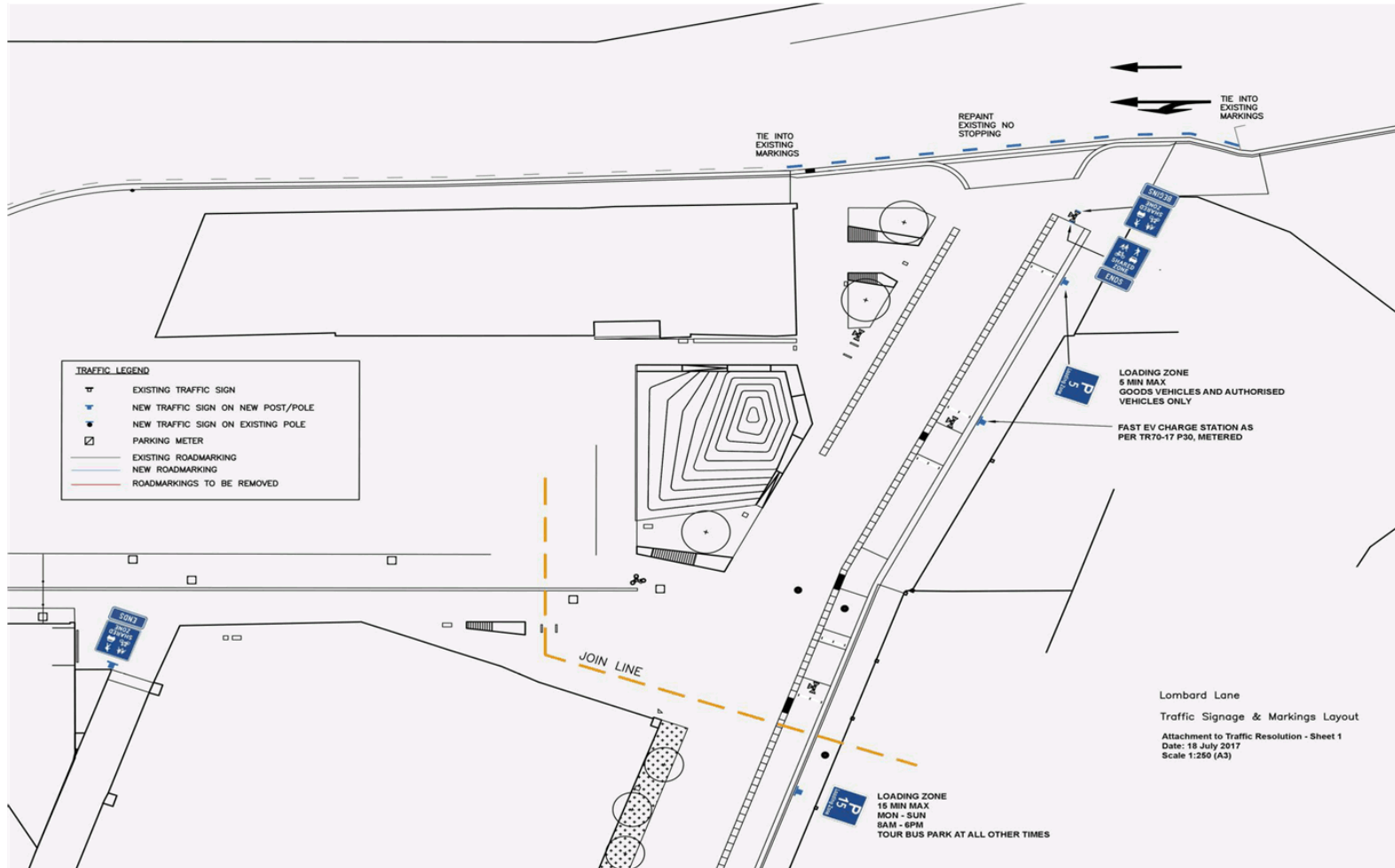
Approved By : Steve Spence (Chief Transport Advisor)

Date: 05/09/17

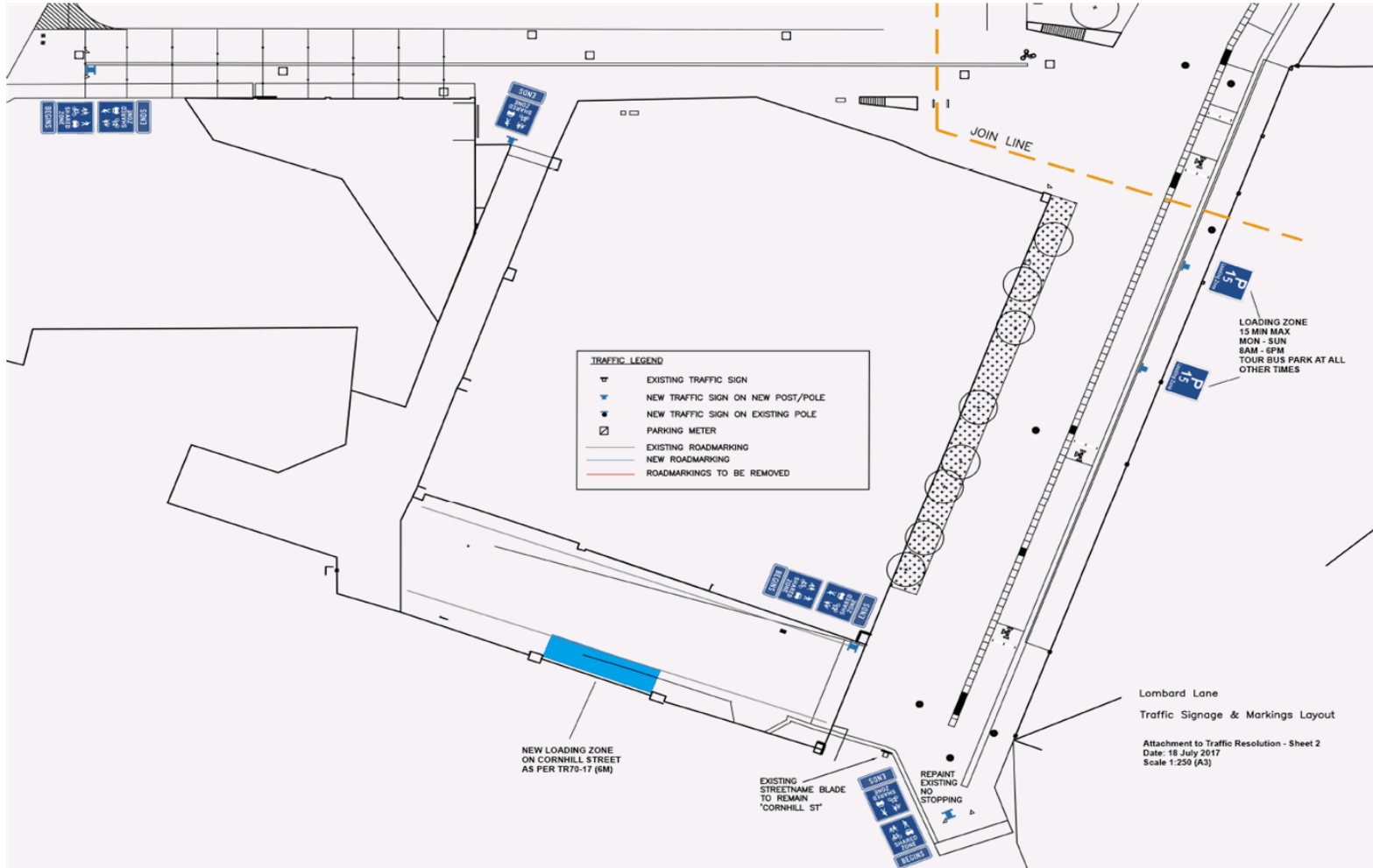
WCC Contact

Amy Hobbs
Senior Urban Designer
Wellington City Council
101 Wakefield Street / PO Box 2199
Wellington 6140
Phone: +64 21 518 157
Email: amy.hobbs@wcc.govt.nz

PLAN 1



PLAN 2



FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Sandra Pope
Address: Unknown
Agree: No

Prefer pedestrian-only to shared zones. If it's a needed route to keep inner city traffic flowing, it shouldn't be shared with pedestrians who should be kept safe with bollard protections and their own passageway. If it's not necessary, then go ahead and argue a pedestrian zone on that basis. Shared zones are the worst of both worlds. The visual plans provided for TR 117-17 are very poor for accessibility (tiny text and images).

Officer's response:

Bond Street and Lombard Street aren't required to keep inner city traffic flowing but vehicle access is required to service adjacent properties and businesses.

Submitter: Paul McCardle
Address: Unknown
Agree: No

Share spaces require street furniture and planting elements that break down the 'road feel' of the space. Please consider adding new low cost temporary raised planters and bench seats. Get an urban design consultant involved as shared spaces require multi disciplinary design skills.

Officer's response:

Urban design and landscape architecture consultants have been involved with this project through its entirety. The design will allow for flexible use furniture on Lombard St and Denton Park if and when required. Bond Street will still require adequate access for waste removal and servicing adjacent businesses including a 24 hour access car parking building.

Submitter: Tristan Campbell
Address: Suite 36, Hannahs Corner, 8 Leeds Street
Agree: Yes

As a city resident I regularly walk this way so the change will be very appreciated.

Submitter: Steve Cosgrove
Address: 13 Regent Street, Newtown, Wellington, New Zealand, 6021
Agree: Yes

Shared Zones are sooooo 21st century! :-)

Submitter: David Wallis
Address: 124 & 122 Wakefield St, Wellington
Agree: Yes

I simply request that the proposed changes will not impact on the resident's requiring vehicle entrance or egress to or from the rear of the properties facing Bond/ Cornhill St; particularly the vehicles which have no option when exiting the building, but to reverse out of the driveway at the rear of 124 Wakefield St, & then on to the 'pathway' linking Bond to Cuba St, before making a minor turn to straighten up & to head down Bond St.

Officer's Response:

The proposed changes will not impact on residents access to apartment carparks. The road surface will change from asphalt to granite pavers but vehicle manoeuvring will not be impacted.

Submitter: Andy Gow on behalf of Cycle Aware Wellington
Address: PO Box 27120, Marion Square
Agree: Yes

We support the conversion of Lombard Street to a shared space - we think this change will help reclaim the street for people as stated in the resolution.

Submitter: Carina Duke Members of the Blind Foundation who are blind deafblind or have low vision
Address: PO Box 1696, Christchurch
Agree: No

The Blind Foundation makes this submission on behalf of its members and the adult New Zealanders who have vision loss that prevents their driving. This group rely on safe accessible pedestrian facilities and are less able to navigate around obstacles and avoid hazards. The Blind Foundation have worked with other agencies including the NZ Transport Agency to develop guidance and principles for shared spaces. These are outlined in RTS 14 - Guidelines for facilities for blind and vision impaired pedestrians <http://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-14.pdf> 'A Shared Space is a low speed residential or retail street where the usual kerb is removed that distinguishes the footpath as pedestrian priority space and the roadway as traffic priority space. The ambiguity of a common level and surfacing material leads to caution and lower speeds by vehicles. While this is generally beneficial to most road users, it creates difficulties for pedestrians who are blind or have low vision as the usual orientation cues are often absent and it is difficult for them to sense the subtle cues on the location of the continuous accessible path of travel (CAPT).' RTS 14 page 56. It is important that pedestrians who are blind or have low vision are able to detect when they reach the point where there would traditionally be a kerb. Plantings, landscaping and detectable furniture could be used but if this is not an option a tactile delineator should be installed. A continuous accessible path of travel (CAPT) should be available adjacent to the building line and the tactile delineator of a minimum of 600 mm in width placed on the edge of the CAPT. The Blind Foundation supports the installation of shared spaces in appropriate environments that allow the safe sharing of the road space and also meet the design recommendations of the Blind Foundation and the guidelines and principles in RTS 14. The design should be agreed with stakeholders that include those who have impairments to ensure the space is safe and accessible for all pedestrians who may use that space. The following are the guidance and principles from RTS 14: * 'Shared spaces should be signed as shared zones so that pedestrian priority is legally established along with a low speed limit that is compatible with a walking priority environment. * There should still be a safe pedestrian space designed as a CAPT near one or preferably both sides of the street that is reliably free of traffic and obstacles. The transition to the traffic space must be delineated in manner detectable by users who are blind or have low vision. Well located street furniture, plantings landmarks and similar features are especially useful for orientation in shared spaces, and to provide a natural boundary to the CAPT and buffer to the shared carriageway In addition a subtle tactile paving delineator has been devised for Auckland CBD (for instance in Fort Street, Auckland). This was developed in conjunction with stakeholders and the rise and fall was agreed upon to prevent it becoming hazardous or not being detectable by cane or foot. The installed width should be a minimum of 600mm. This delineator should not be used in streets that are not classified as shared spaces. * Consistency of approach is important. Across

streetscapes the CAPT should be consistently located -preferably next to the building line, where there is typically also some shelter. It should not be in different positions along the path. It is confusing when the CAPT changes when a person turns a corner, crosses an intersecting road or deviates to go around obstacles. * Shared spaces often invite adjacent site activities to spill out onto the street. There should be no obstacles in the CAPT such as sandwich boards, café dining, cycle stands, shop displays, or parked vehicles. The extent of approved dining and café areas should be well defined on the ground, with signage, umbrellas, heaters, etc not extending into the CAPT. Formalised barriers with a feature to within 150mm of the ground that can be detected by canes (as per NZ Standard 4121) are preferred. Monitoring and enforcement of encroachment is likely to be necessary. * Tactile Ground Surface Indicators (TGSIs) should only be used where there are hazards or directional changes without adequate cues that a pedestrian who is blind or has low vision needs to be aware of. A TGSIs should not normally be used where the pedestrian has priority (unless safety is compromised). * Generally in shared spaces, crossing takes place everywhere with pedestrians having priority so warning TGSIs are not required in addition to the delineator strip described above. However where street crossing locations are particularly suitable for blind and vision impaired users, and directional TGSIs are used to guide user to these crossing points, warning TGSIs should also delineate the transition to shared traffic space on the line of the directional TGSIs. * Large vehicles such as buses should not be included as traffic through shared spaces - in particular with stops within the shared space (including tour buses) * It is preferable that there be no parking within the shared spaces as reversing vehicles are a hazard. Entrances to adjacent parking facilities need to give priority to pedestrians and ensure full visibility for the driver exiting from a stopping point within the footprint of the building * The ends of the shared zones should be unambiguously defined. Kerbs and kerb ramps and any other features that normally define the pedestrian and traffic spaces outside the shared zone should be in place and especially used to identify entrance/exit points for vehicles. These provide cues for those travelling parallel and not into the shared space so they are aware that they are crossing a street. Warning TGSIs should be installed where the shared space terminates at traffic signals. Cars should not be able to block the shared surface waiting for light changes if there is not a signalized phase and standard crossing point incorporated for pedestrians. * Plantings adjacent to the CAPT should not have features that can, or will with growth, extend into the CAPT. Garden edges should be straight if they are to be used for orientation along the CAPT. * Decorative surfaces with strips or patterns of different colours and textural changes should be avoided in the CAPT as they can create confusion within the shared space. Carefully located however they may be an aid to orientation - for instance where they line up with shop entrances and other features. Colours such as yellow that might be confused with TGSIs should be particularly avoided. Colour changes can also be confused by vision impaired users with steps or changes in surface level. * The whole CAPT surface should be smooth and level with the only textural differences being for the delineator, or necessary TGSIs. Any surface features used in the shared zone and furniture zones, must be able to be easily navigated by those who have mobility issues i.e. they do not catch canes or other mobility aids or trip those who have a shuffling gait. * Guide dog handlers may have difficulties knowing where they are in space and holding a straight line. An accessible CAPT and logical crossing points that enable directional alignment are important. * Monitoring the use of the shared spaces is essential. Vehicle speeds and driver behaviours determine the safety and ease of use for pedestrians. An example of a successful shared space using these principles is shown in Photo 5.20. Because shared spaces are a new concept and design guidance is still emerging the Blind Foundation should always be consulted on any proposals - contact details in Appendix C.' (NZTA RTS 14 pages 56-57) It is important that there is consistency in NZ in the design of shared spaces. This allows for people who have a vision impairment to interpret the environment correctly. Signage should not be relied upon to educate and raise awareness of how to use the space. An accessible route should be included in the design that is not used by motorised vehicles and with the absence of kerbs it is essential that there is a known detectable feature to indicate the move to the furniture and

shared zones. Bollards if installed should be in the shared zone not the accessible route and be of sufficient height and contrast to assist detection visually and tactually without presenting a barrier or hazard to pedestrians. The Blind Foundation are keen to be consulted in the design of this space. Contact: Carina Duke Practice Advisor Orientation and Mobility/Activities of Daily Living Instructor Phone 027 280 6755
cduke@blindfoundation.org.nz

Officer's Response:

WCC have worked with the Accessibility Advisory Group for design guidance and a meeting was held on 28 February. A tactile paver or dish channels will separate road from footpaths on Bond Street and between Bond Street and Denton Park for those who are blind or have low vision. There will be no coloured patterns on the shared space surface. The majority of the shared space surface will be smooth and complies with slip resistance standards. Textural delineators and shared space signage will be installed.

At grade planters are located on the north side of Bond Street. A raised lawn and at grade planters are proposed on the south side of Bond Street in Denton Park to provide further delineation. Sandwich boards and café dining will be subject to the footpath permissions process but aren't part of this project.

There is an existing coach park utilised by the hotel on Bond Street and the existing loading bays will remain as is and the no stopping rule for vehicles still applies. WCC are working with the car park building managers regarding traffic calming at their vehicle entrance and exit points.

Submitter: Willy McLeod
Address: 4B / 126 Wakefield Street ,Te Aro
Agree: No

We wish to refer you to your letter dated 10th August 2017 of which we are disappointed about the complete lack of time that Owners in the affected area have to respond.

1. We use Bond Street on a daily basis to access and exit our residence and car park. Work is undertaken outside the CBD area.
2. We are concerned about the proposal to make Bond and Lombard Streets a shared space due to:
 - a. Traffic going to the Lombard car park has to cross the centre line to get gain entry. Most pedestrians will not be aware of this action by on-coming vehicles.
 - b. The vast majority of visitors to the West Plaza Hotel could be strangers to shared spaces. Also, those arriving by bus will not see any signage about the shared space so there is also a danger here.
 - c. When vehicles exit the Lombard car park building the space available is extremely limited. The wheel lock on most vehicles is insufficient to allow the exiting vehicle to remain on the correct side of the road. Accordingly, vehicles have to cross over the centre line creating another hazard.
 - d. The traffic engineers have not taken into account the number of delivery trucks; buses; tradesman vehicles; grease trap trucks and rubbish vehicles that also use Lombard and Bond streets on a daily basis and these vehicles do interfere with vehicle flow. Also, when the construction is completed the Lombard car park will be fully used and there will be a larger number of vehicles in the area constantly coming and going. This and also the traffic

from the private parks in Cornhill street will create a serious hazard to any shared space.

- e. Currently exiting Bond street onto Victoria street you cannot see pedestrians walking north along Victoria street. This is due to the workers huts on the corner and the builders advertising scrim around the barrier. It would be great to have a viewing channel created to make this a safe area to drive without the constant threat of hitting pedestrians. We do not want to be critical of the traffic engineers, but it is hard to see how they would have agreed to have such an unsafe area when exiting Bond street..

It is hoped that the above items could be taken into consideration before the final approval is given for a shared space in Lombard and Bond streets – we are against the proposal. Many thanks for the opportunity voice our concerns

Officer's Response:

WCC are working closely with Tournament Parking and West Plaza Hotel in coordinating the work around safety. Vehicle tracking and assessment of the number of vehicles per day was assessed as part of the design process. An independent safety audit was undertaken and minor changes were made to the design as a result. In regards to the site offices and scrim- the contractors are seeking a solution and the scrim will be removed.

Submitter: Monique van Alphen Fyfe
Address: 105A Amritsar Street, Khandallah
Agree: Yes

Yes, but do it right this time, don't make it like lower Cuba street which is categorically a failure of a shared space. Make it genuinely friendly for people to walk all over the zone and for pedestrians and cyclists to take priority over vehicles. That's the entire point of a shared space. Don't let the Cuba st designers anywhere near the design for these two zones. I also just want to say this feedback form is not conducive to informed feedback. For example, I can't easily find on the website the shared zone proposals for Lombard and Bond. A link to each proposal for each feedback request would be extremely helpful.

Submitter: Paula Warren
Address: Flat 2, 1 Wesley Road, Kelburn
Agree: Yes

I support the proposal, but note that the information provided is woefully inadequate. To be successful a shared space has to look more like a public park than a road. I don't get the feeling that this is what is proposed. But I simply can't tell. Cars coming out of the parking building area a serious hazard at the moment. There needs to be a way to slow them down as they exit.

Officer's Response:

WCC are currently working with the car park building managers and investigating traffic calming options. Images of the proposed design can be found on our website:
<https://wellington.govt.nz/your-council/projects/laneways-projects/lombard-lane-upgrade>

Submitter: Mike Mellor on behalf of Living Streets
Address: Not known
Agree: Yes

We support the proposal, but note that the information provided is inadequate. To be successful a shared space has to look more like a public park than a road. We don't get the feeling that this is what is proposed.
Cars coming out of the parking building are a serious hazard at the moment. There needs to be a way to slow them down as they exit.

Officer's Response:

WCC are currently working with the car park building managers and investigating traffic calming options. Images of the proposed design can be found on our website:
<https://wellington.govt.nz/your-council/projects/laneways-projects/lombard-lane-upgrade>

Submitter: Julie Einhorn on behalf of Body Corporate 83939
Address: 126 Wakefield St
Agree: Yes with concerns

The current vehicular traffic configuration in Lombard, Bond and Cornhill streets remains the same two-way.

- A. The new concept of a Shared Zone provides a mix of pedestrian and vehicle-traffic access to all areas of the Zone.
- C. The physical and functional aspects of roading and walkway will be upgraded to provide significant improvement of stormwater drainage and underground services. The road level will have been raised to the current footpath level to facilitate this and to enhance the Shared access visual concept for pedestrians and vehicles
- D. The shared zone precinct visual and experiential improvements will include granite paving to the whole area which extends from Victoria St through Cornhill, Lombard streets and the end of Bond St where it meets the existing brick paving pedestrian walkway through to Lower Cuba St.
- E. Lighting improvements will be in line with the recently upgraded street lights installed in the walkway from bond St through to Lower Cuba Street.
- F. Signage will be clear to indicate the Shared Zone area from Victoria Street entry to the entry and exit from the Lombard Carpark.
- G. Road calming speed humps will be placed in appropriate positions to ensure very slow vehicle speeds in the Zone.
- H. Road access to the shared Zone will remain at 24/7 for vehicle and pedestrian traffic
- I. Provision will be enabled for market/ music events in the Shared Zone in the area of the leisure area at the Victoria St/Lombard Street end of the Zone.

Body Corporate 83939 Concerns:

The rear access ramps to the building at 126 Wakefield Street are not indicated/acknowledged in any way on the current plan for this proposal. Whether a shared area (as proposed) is best practice in a street where there is a 6 level carpark building, a ground level public carpark and private carparks in 6 buildings that will use the Bond St entrance/exit into Victoria St.

The Body Corporate therefore requests the following:

Stakeholders:

1. That the rear entrance ramps are acknowledged as part of this proposal and indicated on the plan.
2. That the Body Corporate 83939 and its owners are clearly understood to be major stakeholders affected by any changes or improvements to the Lombard/Bond/Cornhill Street precinct.

Access concerns:

3. That 24/7 access to and from the Zone is confirmed to be maintained at all times during any market /event in the new shared Zone.
4. The vehicle access is maintained 24/7 during construction throughout the entire works area and this is maintained and respectfully provided by the contractor and its sub-contractors at all times.
5. Heavy trucks use the road for regular garbage collection daily and heavy delivery to all the buildings in the precinct -to the hotel, 124 and 126 Wakefield St buildings and to 32 Cuba St and into buildings on Cornhill Street. Turning access for these large vehicles must be maintained at all times.

Signage:

6. Signage is provided to describe what the Shared Zone means to motorists and pedestrians.
7. Access for pedestrians takes priority at the intersection of Bond St/Victoria Streets
8. Signage to Lombard carpark entrance and exits warns vehicles of the very low speed required in the Shared Zone
9. Road signage is clear and consistent – Lombard Street is sometimes referred to as Lombard Lane.

Roading levels and Camber changes:

Protection from flooding at 126 Wakefield Street rear entrance:

10. That serious consideration is given to the road configuration for drainage levels and angles. There are levels of car park in the 126 Wakefield Street that are lower than street level. Care must be taken to design the fall of any new roading and drainage changes to avoid water runoff into the basement levels of 126 Wakefield St. We are happy to meet with WCC designers to confirm this on site.

11. That bollards will be reinstated at the Bond St entrance to the walkway to prevent vehicles from driving into the walkway; these were removed in the redesign of the walkway some time ago and not replaced.

Roading surface materials:

12. That the new proposed granite surface meets seamlessly with the end of the access ramps to 126 Wakefield's rear entries.

Office's response as to points brought up:

- A. Bond St and Cornhill Streets will remain two way. Lombard will be Pedestrian priority.
- B. Yes except Lombard St is a different category to Bond St. Cornhill St remains unchanged.
- C. Yes
- D. Yes. Confirming Cornhill won't be paved in Granite but Bond St up to Cornhill St will be.
- E. Yes
- F. Yes
- G. Just one point of clarification, the speed humps mentioned on site were in relation to the entry/exit thresholds to Tournament Parking (tenanted by Wilson Parking). This was as a result of the independent safety audit. We are currently working up designs with Tournament Parking (see email dated 16/08/17 11:20am).
- H. Yes
- I. Yes

Body corp 83939 Concerns

Stakeholders

- 1. We can show rear entrances on a plan
- 2. We will circulate regular updates to Body Corp 83939 and owners

Access Concerns

- 3. Yes this will be maintained as will fire egress points
- 4. Yes this will be provided and regular communications will take place regarding the staging of Bond Street works
- 5. This will be coordinated with Waste Management and the Contractors

Signage

- 6. Signage will be installed
 - 7. Shared zone ruling will apply
 - 8. We are working with Tournament Parking on recommendations from the independent safety audit
 - 9. The correct name is Lombard Street
- Roading Levels and Chambers

10. Civil engineers have designed the levels so flooding doesn't occur. Capacity of sumps and s/w pipes have been increased.
11. Bollards will be reinstated at the Bond St end of Cuba connection.
Roading surface materials:
12. New surfaces will meet seamlessly with any adjacent/existing surfaces or accessways.

SUBMISSION TO GREATER WELLINGTON REGIONAL COUNCIL ON PROPOSED PUBLIC TRANSPORT FARES

Purpose

1. To seek the Committee's approval of a draft submission to Greater Wellington Regional Council (GWRC) on proposed public transport fare changes set out in GWRC's consultation document 'Better Metlink Fares'.

Summary

2. The Council's draft submission:

- Strongly supports the proposed concession fares, because we believe this will improve public transport affordability for many Wellingtonians.
- Supports minimising fare increases and requests that fares are equitable across all Territorial Authorities and public transport modes. Therefore, the Council is against the overall 3% fare increase. Responses to Council surveys show that fares are not affordable for many people now – notably 33% of Wellington City residents surveyed in 2017.
- Requests that GWRC investigate implementing an appropriate fare cap system for regular bus users by offering a monthly pass or some other mechanism. This would bring it in line with the greater discounts currently granted to train users.
- Requests that GWRC consider changing fare zone boundaries to make the inner fare zone comparable to travelling in other cities. This could be achieved in Wellington City by combining zones 1 and 2.
- Seeks consistency in fare zone boundaries and requests that all boundaries be relocated to a bus stop or railway station.
- Proposes that Wellington City residents should have free bus connections to trains when using a monthly rail pass, as is proposed for travellers in all other Territorial Authority areas.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Approve the draft submission on Greater Wellington Regional Council's proposed public transport fare changes (Attachment 1), subject to any amendments agreed by the Committee.
3. Delegate to the Chief Executive Officer and Public Transport Portfolio Leader the authority to amend the submission as per any proposed amendments made by the Committee at this meeting, and any minor consequential edits, prior to it being

adopted.

4. Agree that the Public Transport Portfolio Leader speaks to the submission at a public hearing proposed for October 2017.

Background

3. GWRC has called for submissions on proposed changes to public transport fares. The proposals are set out in 'Better Metlink Fares' (<http://www.gw.govt.nz/better-metlink-fares-consultation/>). Submissions close at 4pm on Monday 18 September 2017.
4. GWRC propose a package of changes to simplify fares and introduce a number of discounts. Key proposals include:
 - A general 3% fare increase
 - 25% discount for full-time tertiary students
 - 25% discount for blind or disabled customers
 - 50% discount for all school children
 - 25% premium for all cash fares
 - 25% discount for off-peak travel
 - Free bus connections to trains when using a monthly rail pass.
 - All changes taking effect in July 2018, at the same time as Wellington city's new bus network becomes operative and Snapper is extended to all buses in the region.
5. The Council's Triennium Work Plan states "2.3.5 Cost of Public Transport: Continue to advocate for affordable public transport, student concession, off-peak fares, and to move to a fully electric public transport fleet at the earliest opportunity". This submission is a key opportunity to communicate the Council's views on fares and discounts to GWRC.

Discussion

6. The Council's draft submission (Attachment 1):
 - Strongly supports the proposed concession fares, because we believe this will improve public transport affordability for many Wellingtonians.
 - Supports minimising fare increases and requests that fares are equitable across all Territorial Authorities and public transport modes. Therefore, the Council is against the overall 3% fare increase. Responses to Council surveys show that fares are not affordable for many people now – notably 33% of Wellington City residents surveyed in 2017.
 - Requests that GWRC investigate implementing an appropriate fare cap system for regular bus users by offering a monthly pass or some other mechanism. This would bring it in line with the greater discounts currently granted to train users.
 - Requests that GWRC consider changing fare zone boundaries to make the inner fare zone comparable to travelling in other cities. This could be achieved in Wellington City by combining zones 1 and 2.

- Seeks consistency in fare zone boundaries and requests that all boundaries be relocated to a bus stop or railway station.
- Proposes that Wellington City residents should have free bus connections to trains when using a monthly rail pass, as is proposed for travellers in all other Territorial Authority areas.

7. Supporting information for these submissions is included in the draft submission.

Options

8. The Committee can accept, reject or amend the draft submission as it sees fit.

Next Actions

9. Should the Committee agree the submission, it will be submitted and the Council will request the opportunity to speak to the submission at hearings in October 2017. The Council's nominated speaker would normally be the Public Transport Portfolio Leader, Councillor Free.

Attachments

Attachment 1. Draft Submission Better Metlink Fares September 2017

Page 203

Author	Joe Hewitt, Cycling - Principal Advisor Transport Strategy
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Officers have engaged with their GWRC counterparts in the development of the draft submission.

Treaty of Waitangi considerations

Nil.

Financial implications

Nil.

Policy and legislative implications

The draft submission is consistent with council's *Triennium Work Plan*, *Low Carbon Capital* and *Urban Growth Plan*.

Risks / legal

Nil.

Climate Change impact and considerations

Encouraging Wellington City residents to use public transport is consistent with *Low Carbon Capital*.

Communications Plan

Not required.

Health and Safety Impact considered

Nil.

Submission on Better Metlink Fares

Wellington City Council

14 September 2017

Summary

Wellington City Council (the Council) would like to thank Greater Wellington Regional Council (GWRC) for the opportunity to provide feedback on the proposals for public transport fare changes. High quality and affordable public transport is vitally important for Wellington City, as an integral part of the City's transport system. The Council supports GWRC's efforts to improve the convenience and affordability of public transport – especially buses.

The Council:

- Strongly supports the proposed concession fares, because we believe this will improve public transport affordability for many Wellingtonians.
- Supports minimising fare increases and requests that fares are equitable across all Territorial Authorities and public transport modes. Therefore, the Council is against the overall 3% fare increase. Responses to Council surveys show that fares are not affordable for many people now – notably 33% of Wellington City residents surveyed in 2017.
- Requests that GWRC investigate implementing an appropriate fare cap system for regular bus users by offering a monthly pass or some other mechanism. This would bring it in line with the greater discounts currently granted to train users.
- Requests that GWRC consider changing fare zone boundaries to make the inner fare zone comparable to travelling in other cities. This could be achieved in Wellington City by combining zones 1 and 2.
- Seeks consistency in fare zone boundaries and requests that all boundaries be relocated to a bus stop or railway station.
- Proposes that Wellington City residents should have free bus connections to trains when using a monthly rail pass, as is proposed for travellers in all other Territorial Authority areas.

Wellington City Council

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Introduction

The Council is aware of the critical impact public transport has on creating a balanced, low carbon, well-functioning transport network within our compact, vibrant and growing city. The Council is also aware that while it doesn't control the public transport network it does have a strong advocacy role for our residents; especially users who rely on public transport because they have no practical alternative.

The Council views public transport fares as one of the key areas of action. Auckland Council recovers 44% of their operating costs through public transport fares and Environment Canterbury recovers 38%. However, GWRC currently recovers 57% of their operating costs through public transport fares¹.

GWRC undertakes a comprehensive fare structure review every six years. Analysis of the last comprehensive review in 2013 indicates that while residents of other territorial authorities are currently paying between 10 - 40 cents per kilometre, residents of Wellington City are paying as much as 60 -180 cents per kilometre.

Given this imbalance, the Council believes it has a strong role to play in taking all opportunities to advocate for more equitable fares across the Wellington City public transport network. This is consistent with the approach set out in the Council's *Triennium Plan*, *Low Carbon Capital Plan* and *Urban Growth Plan: Urban Development and Transport Strategy*.

The following information sets out the Council's evidence to support a fairer Metlink public transport fare structure for those people who use public transport in Wellington City.

Supporting Information

Support proposed concessions but against overall 3% fare rise

The Council acknowledges that the proposed 3% fare rise will generate \$2.3 million additional revenue, that fares have not increased since 2013 and the proposed increase only partially offsets the proposed concessions. However, Wellington City's 2017 Residents' Monitoring Survey showed just 45% of people agreed fares were affordable, but 33% did not, including 11% who strongly disagreed. The 2017

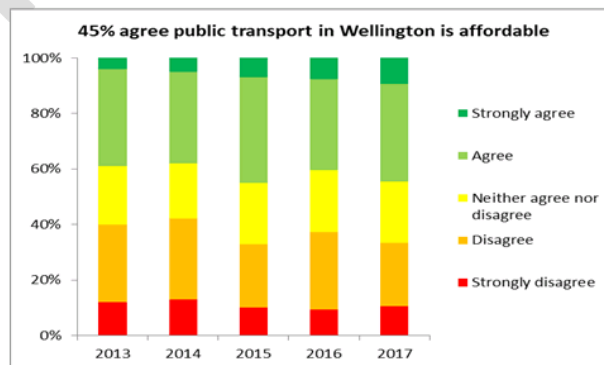


Figure 1 - Wellington residents' opinions on the affordability of fares

¹ <http://www.transport.govt.nz/ourwork/tmif/accesstothetransportsystem/am023/>

result is consistent with previous years and shows that affordability is an issue for a significant number of Wellington's residents.

The Council believe GWRC should target fare changes to significantly increase affordability for those people who are struggling to pay the current fares.

The Council requests GWRC assess the potential revenue risk from deferring the proposed 3% increase and explore all potential alternatives to keep fares down such as negotiating a lower fare box recovery ratio with the Government or applying more savings from the new bus network contracts.

Grant the same fare discounts to bus and rail users across the region

The consultation document (page 16) appears to set out proposed monthly pass fares for bus and train travellers. The Council strongly supports the alignment of bus and train fares to reflect distance travelled on the integrated public transport network.

However, GWRC officers have advised that GWRC is not intending to offer a monthly bus product. The iconography on page 16 is confusing. Its intent is to show that the monthly rail pass will enable free connections to some buses, not to indicate the availability of a monthly bus pass.

The Council notes that fare caps are signalled as a future change with no indication of when the idea may become reality (page 14).

The Council has analysed the proposed costs of travel by bus and train for six zones. This analysis assumed Snapper bus fares are paid twice a day for twenty days per month and compared these to monthly rail passes.

	Monthly bus fares	Monthly train fares	Difference	
Zone 1	\$68.40	\$51.30	\$17.10	25%
Zone 2	\$112.40	\$84.50	\$27.90	25%
Zone 3	\$149.60	\$112.20	\$37.40	25%
Zone 4	\$168.00	\$126.00	\$42.00	25%
Zone 5	\$205.20	\$153.90	\$51.30	25%
Zone 6	\$260.80	\$195.60	\$65.20	25%

Table 1- Comparison of monthly bus and train fares

The analysis shows that daily bus users will pay 25% more than people who travel by train for an equivalent journey. The Council would like to work with GWRC to consider addressing this anomaly either by implementing an appropriate fare cap system, by offering a monthly pass for bus users or by some other mechanism.

Equitable fare zones for people in Wellington City

The Council would like to see equitable fare zones applied to Wellington City. The Council has analysed the distance someone can travel on a one zone ticket in

Porirua and Hutt cities and compared this to Wellington City. In Porirua one zone allows up to five kilometres of travel and in Hutt City up to four kilometres. However, in Wellington the same fare only allows approximately two kilometres of travel.

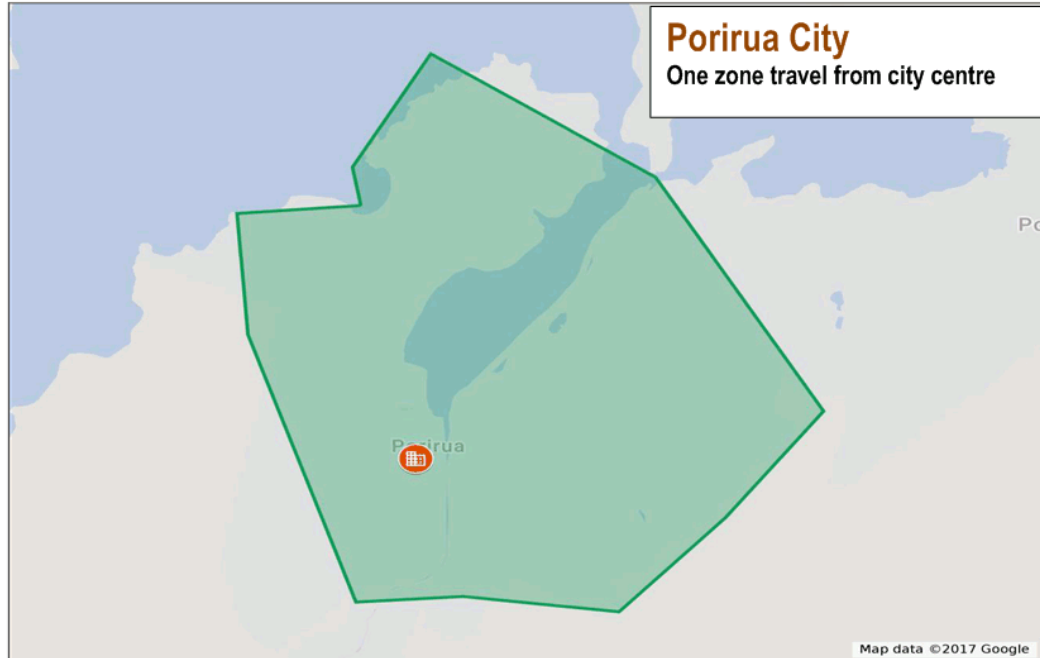


Figure 2 - Porirua City, proposed one zone allows up to 5km of travel to and from the city centre



Figure 3 - Hutt City, one zone allows up to 4km of travel to and from the city centre

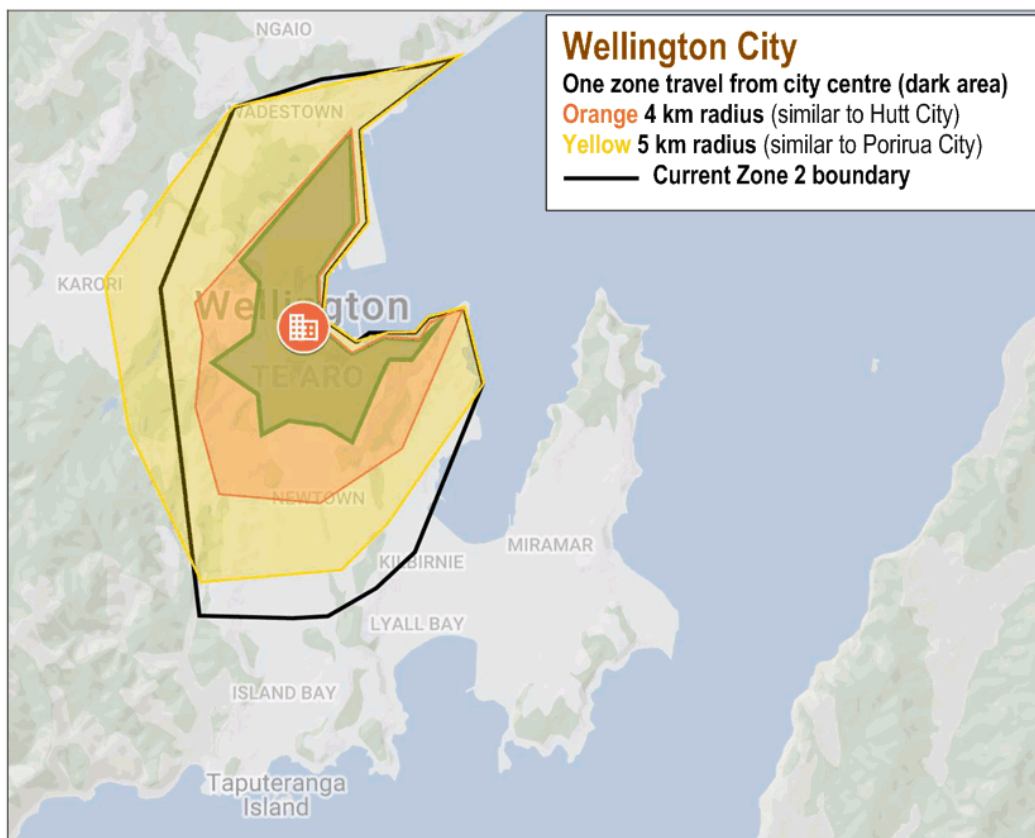


Figure 4 - Wellington City, one zone allows up to 2km of travel

The Council would like GWRC to consider merging fare zones one and two to provide a zone similar in size to that proposed for Porirua. This would provide for more equitable bus services across the region by ensuring that bus users pay the same price for a journey of a similar distance within their respective cities. The Council acknowledges there may be revenue implications to this change.

The Council is also concerned about the inconsistent approach currently taken to defining fare zone boundaries. In most cases the boundary falls on a particular stop which we consider appropriate. However, in a few cases in the south and east of Wellington, zone boundaries are located between bus stops. The Council requests that all fare zone boundaries are aligned to bus stops and rail stations and is happy to work with GWRC to facilitate this.

The Council wishes to be heard in support of this submission.

This submission was approved by the Council's City Strategy Committee on 14 September 2017.

APPROVAL TO ENGAGE WITH COMMUNITY ON FUTURE OPTIONS FOR EXPANSION OF KIWI POINT QUARRY AND APPROVAL FOR PUBLIC CONSULTATION ON A PROPOSED DISTRICT PLAN CHANGE.

Purpose

1. This report seeks approval to engage with the community on future options for the expansion of Kiwi Point Quarry in Ngauranga Gorge. It is proposed to consult the public to find an option supported by the community that can be put forward for a subsequent District Plan change.

Summary

2. Kiwi Point Quarry has been operating since the 1880s and has been owned by the City Council since the 1920s, providing rocks and aggregates for road and construction work in the City and Wellington region.
3. Wellington is believed to be the only remaining city to own a quarry on a central urban site like Kiwi Point. Sourcing aggregate locally is recognised by the Aggregate and Quarrying Association as being crucial to keep construction costs down and a strategic resource for economic growth of any city.
4. For over 120 years, the quarry has been helping Wellington to grow, keeping development costs down, reducing the amount of heavy trucks coming into the city, as well as delivering an economic return to the city. Since 2006, the quarry has been operated under a Quarry Development Service Contract, where the contractor pays a royalty for products sold and clean fill deposited.
5. Based on the current rate of material extraction, the quarry is expected to run out of rock (from the north face) in next few years.
6. Major construction and roading projects in the city and across the region over the next 20 years, together with a predicted population increase, will result in a significant increase in demand for quarry materials.
7. Kiwi Point Quarry currently operates as a permitted activity under Business 2 area provisions in the Wellington City District Plan. A District Plan change is proposed to designate additional areas around the existing quarry operation to extend the life of the quarry up to around 2040.
8. By extending the life of the quarry, the net estimated financial benefit to the city and community is \$65.3 million, not including the broader direct benefits to the local private construction industry as a direct result of reduced costs associated with maintaining a local supply. The flat land resulting from quarrying will also provide a development opportunity broadly estimated to be circa \$51 million at 2016 prices.
9. Additionally, the meat processing company Taylor Preston Ltd leases Council-owned land to the south of the existing quarry site (north face), which is also part of the Business 2 area in the District Plan. The company is seeking an extension of its lease to establish a cold-store on the site. The establishment of this and associated facilities will enable Taylor Preston to continue operations in Wellington for many years to come.

10. Taylor Preston is a significant Wellington business contributing \$32 million into regional GDP and supporting 1405 jobs in the Wellington region. It also pays \$2.6 million each year to Wellington City Council in the form of the lease, fees and rates.
11. In analysing the longer term benefits to Wellington, including economic, job retention, raw material production etc. it is expected through further negotiation and planning, the quarry and Taylor Preston can continue to co-exist on the site for the foreseeable future, subject to the quarry material of the southern face being made available.
12. The current zoning already permits access to source rock from the southern face. However, the viability of this due to current quarry standards, coupled with the desire to retain the other functions on the site that are significant contributors to the economy and job market, means an extension of the area that can be quarried is being sought.
13. It is certainly recognised that there will be both visual and local environmental impact as a result of expanding the quarry. Initial investigations and planning has already identified a number of mitigation measures, which will be pursued during more detailed planning, to minimise and help ameliorate these impacts during both operation and completion of the quarrying.
14. Visual mitigation can be achieved to some extent by urban design and planting, public art installation and lighting, or a combination of all. This will also help reinforce this section of the highway as one of the key gateways to Wellington. Environmental mitigation can also be achieved through native vegetation propagation and relocation of existing important vegetation, preferably elsewhere on the broader site, habitat creation and relocation of key fauna including lizards, management and monitoring of stream effects including quality and habitat. Visual and environmental mitigation measures will be a significant component of the engagement process.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree to the start of a public engagement process and proceed with the publicly notified District Plan change to enable expansion of the Kiwi Point Quarry.
3. Note that quarrying is already permitted on part of the southern face but that the engagement process will seek feedback and input on the types of visual and environmental mitigation measures broadly being considered for the proposed expansion of this area.
4. Note that the Taylor Preston lease extension and cold store proposal does not form part of the proposed quarry expansion or District Plan Change as it is already a permitted activity on the associated part of the site.

Background

Kiwi Point Quarry

15. The Ngauranga Gorge area has been extensively quarried since the 1880s to provide aggregate to the Wellington Region. Kiwi Point Quarry is owned by the Wellington City Council. Since 2006 the quarry has been operated by a contractor under a long term Quarry Development Services Contract. Holcim NZ Ltd is the current contractor.

16. Kiwi Point Quarry is a profitable and well-run Council-owned operation. It manages potential effects such as dust and noise efficiently, complies with current District Plan provisions, resource consents and quarry regulations, and maintains effective management and health and safety systems.
17. Currently the north face of the quarry is being worked (refer attachment 1 - Kiwi Point Quarry Land). It is estimated there is only few years of rock resource remaining. Quarry activity is permitted in the Business 2 area on the south face of the quarry; (refer attachment 2 - Kiwi Point Quarry Vs District Plan), however with changes to quarry regulations and standards, financial viability to quarry this current area allocation is questionable.
18. Council-owned land adjoining the Business 2 area is zoned 'Open Space B' (refer attachment 3 - South face – Current area and proposed extension area) in the Wellington City District Plan. If the quarry activity is expanded into part of this land by an approved District Plan Change process, it would extend the life of the quarry by 15 to 20 years.
19. It will take at least 2 years to develop the south face before rock can be extracted. Preparation works include vegetation management, propagation and relocation, habitat creation and fauna relocation, site management works generally, as well as overburden removal and management.
20. There are two other quarries in the Wellington region which are privately owned, Horokiwi and Belmont, which we understand are also facing similar issues.
21. Aggregate demand in Wellington Region is forecast to increase due to a combination of general building/rebuilding activities, roading, infrastructure projects and population growth. Total quarry aggregate production for the Wellington Region (Kiwi Point, Belmont and Horokiwi quarries combined) is estimated to increase from 1.8 million tonnes a year in 2015 to 2.5 million tonnes per annum by 2031.
22. Without expansion, rock resources from Kiwi Point Quarry are predicted to be exhausted in few years. This will result in local aggregate source from the other two quarries depleting fast, leaving the Wellington region facing significant economic and environmental implications.
23. While a limited amount of material could be taken from the south face - Business 2 area, it would not provide enough high quality rock to be financially viable. Other reasons for expanding the life of the quarry include:
 - As a high-bulk, low value commodity, the closer the aggregate is to where it will be used, the lower the cost.
 - Ownership of a resource that is in high demand which helps control the end user price across the region.
 - The combination of location and price influence is estimated to save the Council approximately \$2 million each year on road construction.
 - There is currently no cost effective substitute for aggregate.
 - Sixty percent of products produced by the quarry are used for road construction and the rest used for building and other infrastructure construction. The lack of locally sourced aggregates will increase the cost of construction to these sectors significantly.
 - As well as increasing the cost, transporting quarry products from elsewhere will add another 200 heavy vehicles to traffic a day in and out of Wellington, adding to road congestion, increased carbon emissions and increased road maintenance costs.

- It is estimated that having a local quarry will save the City and community \$65.3 million if its life is extended to around 2040.
- After quarrying, the rehabilitated flat land can be sold for development, estimated to be worth over \$51 million at today's prices. If the land is progressively leased when available and then sold, it could benefit the City by over \$83 million for the northern and southern areas (not including the current TPL area).

Taylor Preston

24. A further area in the quarry, currently occupied by the Taylor Preston owned abattoir, has about 2 million tonnes (valued at \$50 million) of high quality blue rock. This could be an option for a 5 to 6 years quarry development to follow on from quarry activity on the south face. However, access to these resources could only occur once Taylor Preston has ceased operations on the site at an appropriate time in the future. Relocation of the Taylor Preston operations off site or elsewhere on the site (as flat rehabilitated land becomes available), is not seen as financially viable.
25. Taylor Preston is a significant Wellington business. It contributes \$32 million annually to the regional GDP and \$6.2 million to the City. It contributes to 1405 jobs to the region including about 120 jobs within Wellington City. The Council also receives approximately \$2.6 million each year through the lease agreement, plus the respective annual fees and rates.
26. Taylor Preston's current cold store at the Port of Wellington was significantly impacted in the November 2016 earthquake and the company is seeking to establish cold storage facilities at Kiwi Point Quarry. This would involve construction of both a new cold store and a blast freezer on the land currently used by Taylor Preston as a car park. Quarrying is a permitted activity in this land, however as described in the following paragraphs, enabling the southern face expansion for quarrying purposes allows both uses to co-exist and provide significantly more regional benefit than quarrying alone.
27. The investment required for the new cold store is significant and Taylor Preston has requested an extension to its current lease (current lease expires in 2033) to provide an extended term over which the cost can be recovered.
28. In comparing the economic benefits of meat processing on this site with short term quarrying, meat processing would bring in excess of \$40 million more into the Wellington economy. This does not take into account the significant economic benefits to the region that Taylor Preston generates in terms of employment.
29. Quarrying and Taylor Preston operation can co-exist if the south face is opened for quarrying. This would require co-operation between Taylor Preston and Holcim. Both parties have indicated a willingness to work together and are already doing so to this end.
30. The Taylor Preston site is not an alternative to Option 3 – Medium development or Option 4 – Maximum development. The best economic outcome for the city and region would be if both operations continue to operate at Kiwi Point.

Discussion

31. Alternative sites

There are three operative quarries in the Wellington Region (Kiwi Point Quarry, Belmont and Horokiwi). Other potential sites identified for quarrying are:

- Makara (centred around Quartz Hill)
 - Owhiro Bay Quarry (closed in 1999 to protect the coastal environment)
 - The northern slope of Ngauranga Gorge.
32. Selecting potential new quarry sites presents a number of challenges. These are around environmental concerns, accessibility, location, the need for wide and heavy duty all-weather roads, high voltage power supply, water for aggregate washing, facility to discharge treated washed water, consenting issues, public support, etc. But most significant is the availability of suitable rock at a depth that is economic to quarry.
33. This brings into focus the need for a long term quarry strategy for the city and region. Given the lead times to investigate, evaluate, consent and build infrastructure for a new quarry site, investigations into the identification for a future quarry also needs to be advanced as a priority. It would take over 10 years to establish a new quarry, during which time it is important Kiwi Point Quarry remains fully operational to ensure local and regional benefit is maintained, which will not be possible without the proposed expansion.
34. **Options within the Kiwi Point Quarry site**
- A shortlist of options was developed and assessed by professional and technical specialists to identify the best performing option assessed (refer attachment 4 - Option Assessment) against the following project objectives:
- to enable extraction activity in a cost effective manner to assist in meeting future regional aggregate demand
 - to plan and co-ordinate effective rehabilitation of the site after quarrying has ceased and to enable viable long-term land use options
 - to manage the immediate and long-term cultural, social, land use and other environmental impacts in so far as practicable avoiding, remedying, or mitigating any such effects
 - to minimise landscape impacts as far as practicable, recognising landscape values in the context of the gateway experience.
35. The options explored were:
- Option 1: Do nothing (close the quarry when resources in the north face are depleted)
 - Option 2: Permitted Activity development (quarry the permitted area of the south face within Business 2 area)
 - Option 3: Medium development (quarry the south face and extend quarry activity into Open Space B area up to 190m contour)
 - Option 4: Maximum development (quarry the south face and extend quarry activity into Open Space B area to utilise maximum land available within site boundary).
36. Out of the options that were considered, option 1, closing the quarry when resources are depleted, would not help meet aggregate demand or city's wider obligations around growth and development. A new quarry site would have to be identified and developed (not possible within the current extraction timeframe), or aggregate would have to be sourced from outside the region. This will result in significantly increased costs of construction to the community and Council directly, along with a loss of royalty revenue generally.
37. Continuing quarry activity in the permitted area of the south face within Business 2 area (Option 2) is not a financially viable long-term option because the cost of removing the

overburden and spoil has been estimated as being greater than the value of high quality rock that can be quarried.

38. This leaves two options for the future of Kiwi Point Quarry:

Option 3 - Medium development:

- provides for expected aggregate demand and extends the life of quarry by 15 years
- provides for future land use options (flat land for development)
- provides protection for SH1 and Tyers Road Business Park
- will have ecological and visual impact.

Option 4 - Maximum development:

- provides for the highest predicted demand for aggregate and extends the life of the quarry by 20 years (this option will provide the same life expectancy as Option 3 plus Taylor Preston site)
- provides for future land use options (flat land for development)
- provides protection for SH1 and Tyers Road Business Park
- provides an additional access to the site through Tyers Road (only feasible in this option)
- will have slightly more ecological impact, and visual impact having broadly the same effect, with some view shafts and distant views actually being improved in the longer term and upon end of operation remediation.

39. Overall, in the context of the Resource Management Act framework and for maximum land use and community benefits, Option 4 is identified as the preferred option given impact and mitigation measures will be similar but with a greater operational life achieved.

Likely public concerns

40. The most likely public concerns with the proposed District Plan Change are ecological and visual amenity effects, given that current operational impacts are unlikely to be any more significant than already exists.

Ecology

Assessment and mitigation

41. An assessment of ecological effects for the current Business 2 area and the proposed expansion area was undertaken. The study concluded that the site contains two types of indigenous forest that represent the main vegetation values of the site. The forest vegetation is significant (according to the criteria in the Greater Wellington Regional Policy Statement) because it provides locally important seasonal habitat for indigenous forest birds. The ngaio-māhoe-māpou forest is also significant because it better represents the likely pre-human vegetation of the site, has moderately high plant species diversity, and provides habitat for locally uncommon plant species. Other habitats may be significant depending on their significance for indigenous lizards and fish. Surveys for these fauna will be undertaken during the summer months.

42. The recommended option for mitigation is to revegetate the area adjacent to the proposed expansion area. This area has potential for mitigation for any adverse effects on or loss of mahoe-dominant forest. A viable alternative area is to be chosen for mitigation for loss of ngaio-mahoe-mapou forest. This area is Council land, so part of

the District Plan Change process should be to reclassify this as reserve to be contiguous with Tyers Stream and Maldive Street Reserve (refer attachment 5 - Assessment of ecological effects). Planting of this area will start as soon as reserve status is given. This approach has the full support of Parks, Sport and Recreation and the other related areas of Council.

Visual

Assessment and mitigation

43. Ngauranga Gorge is important as part of Wellington gateway experience. The site features recognisable landscape elements, including the south face spur, which forms part of the view shaft and western skyline. The site is highly visible from SH1. In particular, occupants of vehicles travelling south will fleetingly see quarry activities and the developing cut face, before the magnificent harbour view comes into sight further around the following bends. The existing northern face is generally obscured in this direction. Travelling north, or out of the city, vehicle occupants already experience the current northern quarry face, with the proposed development of the southern face being experienced for a relatively short period.
44. In general, direct views from residential areas of the existing quarry (as well as the proposed southern quarry face of the expansion options) are limited, and in some cases residents will ultimately benefit from extended harbour views in time.
45. There will be landscape effects from the cut face. Effects can be softened to an extent through site rehabilitation (including planting). It should be noted that the existing District Plan provisions provide for quarry activity in the Business 2 area, south face area (with associated cuts and site rehabilitation in accordance with the Quarry Management Plan) is already a permitted activity (although no longer financially viable as previously described).
46. Five prominent viewpoints were selected and photographed from where quarrying activities can be viewed. The viewpoints are the intersection of Grumman Lane and Spenmoor Street (VP1), 24 Kitchener Terrace (VP2), Fraser Avenue below Westmount School (VP3), Shashtri Terrace (VP4) and SH1 (VP5). The quarry design models for medium development (Option 3) and maximum development (Option 4) were superimposed on to the photographs and views post quarrying, before mitigation and after mitigation drawn (refer attachment 6 – Kiwi Point Quarry landscape views). It is considered the overall, long term effect on visual amenity can be mitigated by planting and revegetation. It is intended that as soon as the final enabling batters are cut, they will be hydro seeded. This means that regrowth of grass and native plants can start to take place within a few years, in particular, at the top of the expansion site.

Screening

47. Options are being considered for screening quarry activities from travellers travelling on SH1 in both directions. This will form an important part of public consultation and engagement, given the significance of this area as a gateway to Wellington. Options (as indicatively suggested in Attachment 7) could include artworks, urban design elements including planting, as well as a temporary lighting feature and/or projection art (which would likely need to be static images (which could change each night, to address highway safety concerns but would require appropriate NZTA approvals). Feedback on screening and visual amenity will be included in the consultation material, with the emphasis on getting feedback and ideas from the public on how this area could look as the proposed quarrying takes place.

Air quality effects

48. Measures are already in place to minimise air quality effects from existing quarry operations. Air quality effects as a result of the expansion options will see very little change to the existing quarry operation.
49. In the short to medium term, any air quality effects associated with the expansion options would be managed on site to comply with acceptable standards. In the long term, any air quality effects will cease once quarry activity ends and the site is rehabilitated.

Water quality effects

50. Urbanisation of the catchment area (Khandallah, Johnsonville and Newlands) and the formation of SH1- has resulted in the loss of aquatic habitat and reduced ecological function of Ngauranga Stream. The ecological value of the stream (running through the site) is assessed as low, except within parts of Tyers Stream tributary, which retain moderate to high ecological values.
51. Some minor, temporary water quality effects are likely to occur with the proposed expansion options. All of these effects are able to be reversed long-term through site rehabilitation post-quarry activity, with short to medium term effects being mitigated through appropriate site management and other measures identified during the District Plan change preparation process.

Geotechnical effects

52. There is currently considerable geotechnical risk with the existing southern section of the site:
 - steep natural slopes – evidence of previous slope failures
 - no rockfall protection measures installed
 - risk to both SH1 (as demonstrated in recent slip event nearby which led to highway closure for a period) and Tyers Road Business Park
 - slope stability risk during earthquake events.
53. Expansion options provide for significant resilience improvements. In particular, potential risk to SH1 from slope failure/rock fall in the south face area could be mitigated by engineered solutions (batter slope angles, rock fall protection measures).

Other consideration

54. Option 3 provides about 100m and Option 4 about 70m buffer between quarry activity and the closest residential site boundary in Gurkha Crescent. It should be noted that for the north face quarry activity, the District Plan requires a minimum 25m buffer between quarry activity and adjoining residential properties to the north. The 25m standard was arrived at through a previous District Plan Change process which extensively considered the effects of quarry activity on adjoining properties. Even with the greatest expansion being considered in Option 4, the proposed buffer is almost three times the current requirement.

Next actions

55. Engaging with affected parties, stakeholders and general public (refer attachment 8 – Summary of communication and engagement plan for Kiwi Point Quarry Expansion)

Two-stage process:

- Stage 1
 - Identification of affected parties.
 - Communicate and engage with the public on the proposed expansion and obtain feedback on the options including suggested mitigation measures and approaches
 - Review feedback, amend proposal as required and evaluate process.
- Stage 2
 - Advise Committee of feedback and complete feedback loop by notifying submitters of recommended option, approach and process based on feedback received.

56. The final procedural matters would then include:

- Preparation of draft plan change and evaluation report under s32 of the Resource Management Act (RMA). s32 of the RMA requires significant detail in terms of both the need for the proposed change but also the associated and proposed mitigation measures, to ensure impacts are appropriately managed. There would then be:
 - public notification of draft plan change
 - submissions period, hearing, and recommendation
 - Committee decision
 - plan change becomes operative.

Attachments

Attachment 1.	Kiwi Point Quarry Lands	Page 220
Attachment 2.	Kiwi Point Quarry Vs District Plan	Page 221
Attachment 3.	Kiwi Point Quarry South face current Business 2 area and proposed Business 2 area	Page 222
Attachment 4.	Option Assessment	Page 223
Attachment 5.	Assessment of Ecological effects	Page 231
Attachment 6.	Kiwi Point Quarry Landscape views	Page 262
Attachment 7.	Indicative Operational Visual Amenity Options	Page 283
Attachment 8.	Summary of communication and engagement plan	Page 284

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SUPPORTING INFORMATION

Engagement and Consultation

Internal consultation with City Planning, Parks, Sport and Recreation, Urban Design and Communication and Engagement units has been undertaken. A two stage consultation with key stakeholders, affect parties and general public is planned to be undertaken.

Treaty of Waitangi considerations

Consultation with Port Nicholson Settlement Trust was undertaken. Consultation with Te Runanga O Toa Rangatira Inc. will be undertaken.

Financial implications

The plan change process will be funded by additional royalty revenue (over and above that forecast to be received in the Annual Plan) and as such it is not envisaged that there will be any demand for rate funding.

More broadly the return to Council through royalties can be prolonged and the opportunities for future development of the site post quarry operations are enhanced. Access to aggregate from a local quarry also has direct benefits for the broader economy by reducing the cost of a significant building product. In other words it facilitates current growth through lower costs and provides for future growth through useable land creation.

Policy and legislative implications

The plan change process under the Resource Management Act uses existing legislation.

Risks / legal

The proposal involves a plan change. This process can be subject to the various appeal mechanisms within the Resource Management Act. There are also risks to the ongoing viability of the Kiwi Point Quarry should this plan change process not succeed.

Climate Change impact and considerations

There are no climate change impacts or considerations

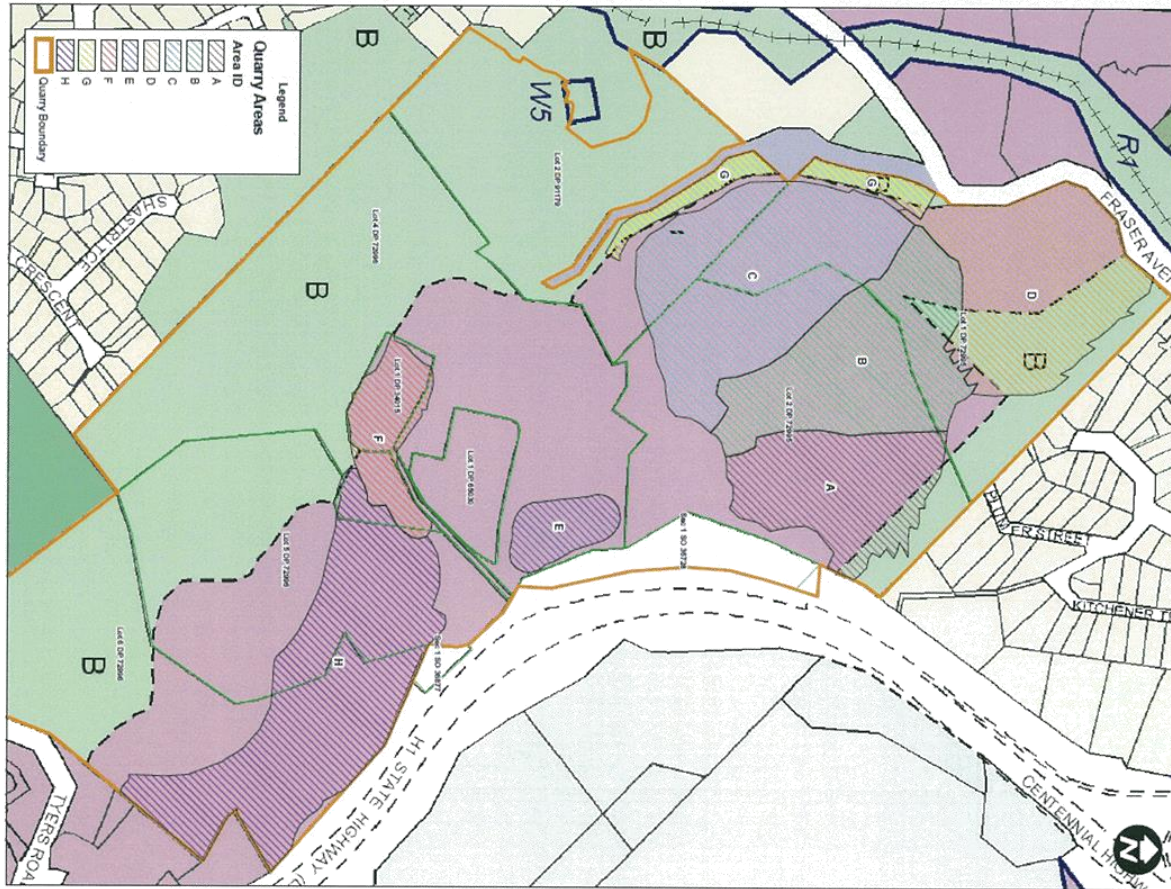
Communications Plan

Attachment 8 – Summary of communication and engagement plan

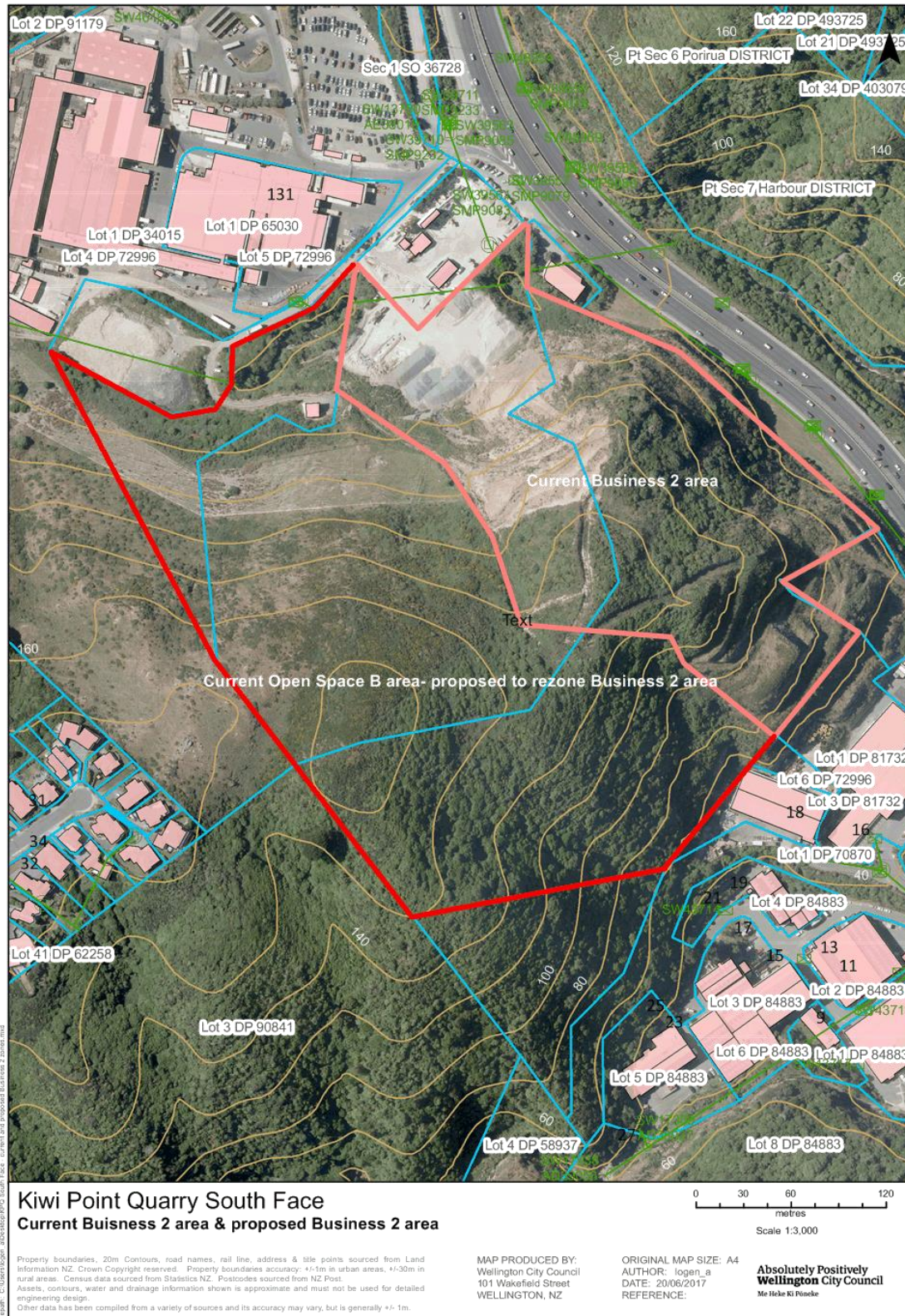
Health and safety impact considered



Kiwi Point Quarry Land



Kiwi Point Quarry Vs District Plan



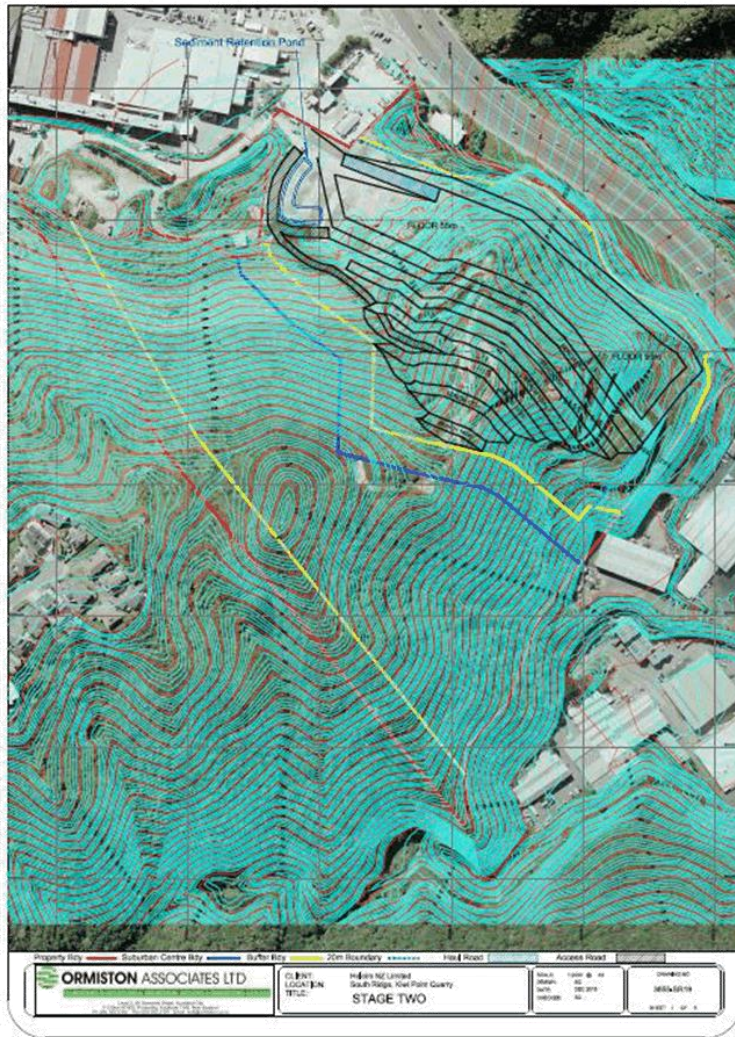
Option Assessment

Below are the explored options with plans

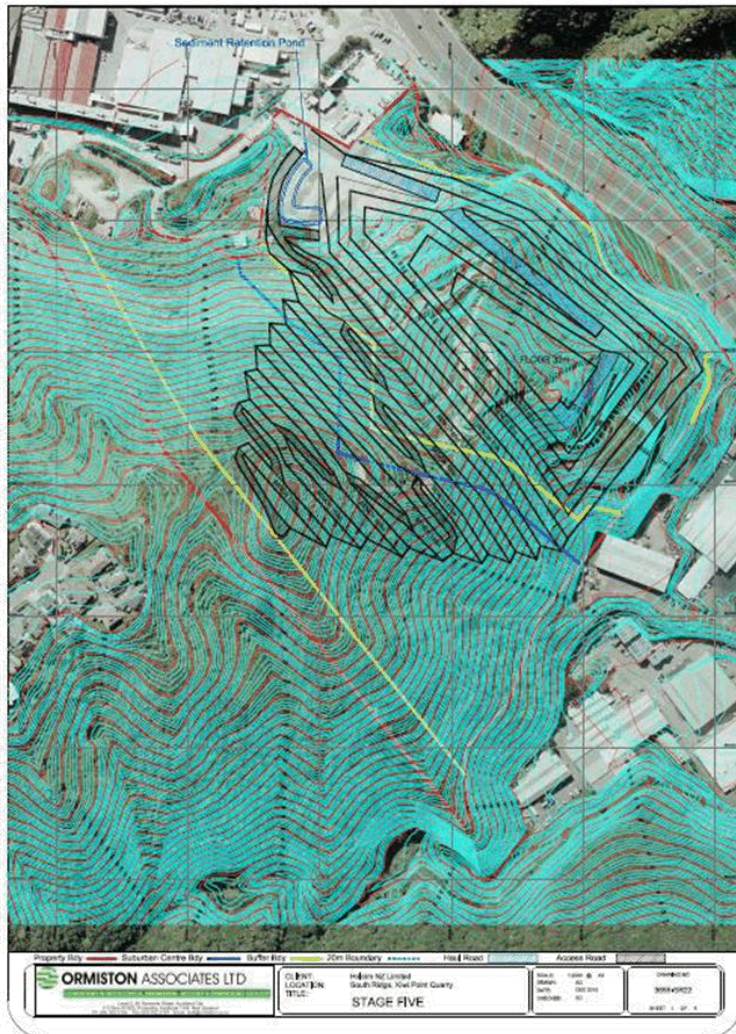
Option 1 - Do Nothing - close the quarry when resources in the North Face are depleted



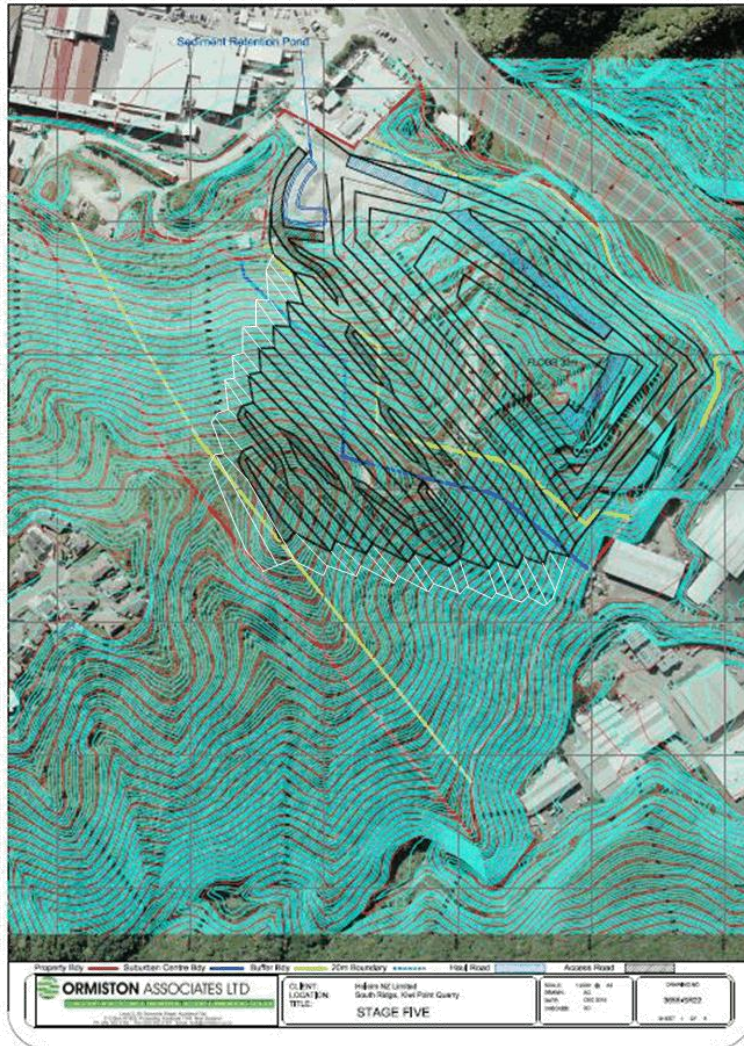
Option 2 - Permitted Activity Development – Quarry South Face within the permitted Business 2 area.



Option 3 – Medium development - Quarry South Face extending quarry activity into Open Space B area up to 190m contour.



Option 4 - Maximum development – Quarry South Face extending quarry activity into Open Space B area to utilise maximum land/proposed site boundary.



1. An overview of key effect considerations and overall option performance is summarised below.

1.1 Quarry Operations

This assessment considered the overall ability of the quarry to operate as a viable entity. Assessment extended to include consideration of (but not limited to);

- Aggregate yield
- Cost of removing overburden verses the recoverable rock
- Life of resource verses predicted sales
- Operational logistics (i.e. location of overburden placement and aggregate washing).

Option 1 would result in the closure of the quarry operation following completion of the North Face works.

Option 2 is not financially viable - the amount of work required to access the high quality resource (requiring large volumes of overburden removal) outweighs the amount of aggregate resource available.

Options 3 and 4 are considered viable from an operating perspective with increased expansion delivering improved overall performance.

1.2 Landscape

The Ngauranga Gorge is important as part of Wellington City "Gateway Experience." The site features recognisable landscape elements, including the South Face spur, forming part of the viewshaft/western skyline. The South Face also contributes to the sense of enclosure associated with the gorge landscape. The site is highly visible from SH1. In general, direct views from residential areas of the existing quarry (as well as the final quarry face of the expansion options) are limited.

There will be landscape effects from cuts (Options 3 and 4). Effects can be softened through site rehabilitation (including planting). It should be noted that the current District Plan provisions provide for quarry activity in the Business 2 area on the South Face as a permitted activity.

1.3 Ecology

Tyers Stream Reserve adjoins the southern boundary of the site. The reserve features regenerating indigenous coastal forest and is noted by Council officers as an area of ecological value with limited remaining examples in the Wellington Region. The stand of regenerating forest extends to include part of the South Face.

Option 1: Do Nothing would have a positive effect on ecology. The expansion options (Option 3 and 4) would have some ecological effects through loss of habitat. Effects can be softened based on best practice off-site mitigation.

1.4 Geotechnical

There is considerable geotechnical risk with existing site:

- Steep natural slopes – evidence of previous slope failures.
- No rockfall protection measures installed.
- Risk to both SH1 and Tyers Road Business Park.
- Increased risk during earthquake events.

All expansion options provide for significant resilience improvements. In particular, potential risk to SH1 from slope failure/rockfall in the South Face would be mitigated by engineered solutions (batter slope angles, rockfall protection measures).

1.5 Air quality

Mitigation measures are in place to minimise air quality effects from existing quarry operations. Air quality effects for expansion options would essentially be no different from the existing quarry operation.

In the short to medium term, any air quality effects associated with the expansion options would be able to be managed on site to comply with acceptable standards. In the long term, any air quality effects will cease once quarry activity ends and the site is rehabilitated.

1.6 Water Quality

Urbanisation of the catchment area (Khandallah, Johnsonville and Newlands) and the formation of SH1 has resulted in the loss of aquatic habitat and reduced ecological function of Ngauranga Stream. The ecological value of Ngauranga Stream (running through the site) is assessed as low, except within parts of Tyers Stream tributary which retain moderate to high ecological values.

Some minor temporary water quality effects would occur with the expansion options. All effects able to be reversed long-term through site rehabilitation post quarry activity.

1.7 Site Rehabilitation

A specific objective of the Project is to provide for the rehabilitation of the site post-quarry activity on site, including planting.

Rehabilitation of the North Face when completed would set an example of best practice for landform post quarry activity. Rehabilitation works are to include rockfall protection and planting measures (revegetation/hydroseeding). Rehabilitation works would also create a large area of flat land suitable for future land use, enhancing the value of the land asset.

Quarry operations (including site rehabilitation) are undertaken in accordance with a Quarry Management Plan (QMP). The purpose of this QMP is to provide an overall framework that outlines how the Council will operate, manage and develop all the land at Kiwi Point, which is owned by the Council for the purpose of quarrying and cleanfilling in order to:

- Ensure compliance with the specific planning provisions contained within the Wellington City District Plan; and
- Guide management of the KPQ and rehabilitate quarried areas in accordance with the District Plan requirements.

The QMP would need to be updated every 5 years in accordance with the District Plan requirement.

1.8 Option Performance

Measured against the project objectives, Option 4 (Maximum Development) ranks first and Option 3 (Medium Development) ranks second when assessed against all weighting scenarios and Project Objectives. Option 1 (Do Nothing) and Option 2 (Permitted Activity Development) rank equal last.

There is a clear separation between Options 1 and 2 when compared to Options 3 and 4. Options 1 and 2 fail to achieve the fundamental objective of providing for aggregate to meet demand (in a cost efficient manner). Options 3 and 4 present viable options from a quarry operations perspective but would have some environmental effects which can be mitigated.

The key impacts of the expansion options relate to landscape, visual amenity and ecology effects, with key features being the gorge landscape and regenerating vegetation. The key features are not identified as outstanding or significant within the current plan framework (i.e. either of national importance under the RMA or regionally/locally significant in the Regional/District Plans).

The effects of the expansion options are not considered fatally flawed or detrimental to the environment so are viable options to pursue.

ASSESSMENT OF ECOLOGICAL EFFECTS FOR
PROPOSED EXPANSION OF THE KIWI POINT
QUARRY, NGAURANGA GORGE, WELLINGTON



 providing
outstanding
ecological
services to
sustain
and improve our
environments



**ASSESSMENT OF ECOLOGICAL EFFECTS FOR
PROPOSED EXPANSION OF THE KIWI POINT QUARRY,
NGAURANGA GORGE, WELLINGTON**



Māhoe forest on the shady side of the ridge, within the proposed quarry footprint.

Contract Report No. 4378

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1. INTRODUCTION

Kiwi Point Quarry has been operating on Wellington City Council (WCC)-owned land in the Ngauranga Gorge since the 1920s. The current pit is about 40 metres deep and will be deepened by another 15 metres to reach the highest value rock. Only four to five years of rock remains within the current pit and WCC and the quarry operator hope to extend the life of the centrally-located quarry by extending mining southward. This would require an amendment to the current Open Space B zoning for some of the land required, through a plan change to the Business 2 Zone under the Wellington City District Plan.

The final landform of the proposed quarry would comprise a tall, steep, benched, northeast-facing slope above the excavated pit, which would have similarly-benched slopes rising a shorter distance on other aspects.

The proposed quarry expansion has the potential to affect ecological values, including vegetation that has been identified as being potentially ecologically significant as a Wellington City Council (WCC) EcoSite (Wildland Consultation 2016), and the Ngauranga Stream and Tyers Stream. WCC staff undertook a brief site survey to assess potential effects on ecological values and suggested that a more detailed assessment should be undertaken.

Potential quarry expansion boundaries have already been adjusted to avoid the most mature vegetation types (c.f. Park 1999), but an assessment of ecological effects is required to accompany documents to be submitted by early August 2017. As such, this report includes descriptions of the current vegetation and habitat types, fauna observations (or evaluation of the likelihood of occurrence), potential effects on vegetation (including adjacent to the site), terrestrial fauna, and stream habitat values, measures to avoid or minimise potential adverse effects, and potential mitigation opportunities based on best practice biodiversity offsetting. A subsequent report may be required to provide additional information on site values (for example information on lizards and invertebrates), and details of any mitigation opportunities identified.

2. METHODS

2.1 Review of information

Relevant information on the site and its context was reviewed, including information from databases such as eBird (www.ebird.org/content/newzealand/) and the Department of Conservation's Bioweb Herpetofauna database, the Freshwater Fish database maintained by NIWA, the threatened environment classification, and spatial layers showing land held by Wellington City Council, including existing reserve land.

2.2 Field survey

A five hour site visit was undertaken on 4 July 2017, during which representative areas of indigenous vegetation and habitats were traversed on foot. The weather during the site visit was fine and sunny with light winds. The scope of the site visit was to provide more comprehensive information on habitats, vegetation, and plant

species present. Areas of indigenous vegetation and habitat were mapped and described, and all vascular plant species observed during the site visit were recorded. Birds using the site were also recorded. However the brief period over which the survey was undertaken would only provide a snapshot of bird use of habitats at the site. The winter timeframe of this survey also means that summer-green plant species, such as most orchids, would not be detected, but may be present.

3. ECOLOGICAL CONTEXT

3.1 Site description

The landform on which the proposed quarry would operate, comprises a ridge extending northeast from Gurkha Crescent in the adjacent residential area (Figure 1). The portion of this ridge closest to State Highway 1 is zoned Business 2 (Figure 2) and has previously been subject to disturbance and development, including quarrying on both sides of the ridge at lower elevation, resulting in rocky, terraced hillsides. A bulldozed track also crosses the ridge in this part of the site, and areas of existing indigenous forest have been fragmented. The western part of the ridge, currently within the Open Space B zone (Figure 2), is covered by indigenous forest on the shady, southern side of the ridge, and mostly by exotic scrub and grassland on the northern, sunny side of the ridge.

In this report, 'the site' refers to the area currently zoned as Business 2 and the area zoned Open Space B that would require rezoning if the full quarry development goes ahead. The site ranges from 60-180 metres elevation above sea level, and covers 13.3 hectares.

3.2 Wellington Ecological District

The site is located within Wellington Ecological District. The Wellington Ecological District is differentiated from the adjacent Tararua Ecological District by virtue of its more fertile soils and relative scarcity of beech (*Fuscospora* spp.) forest (McEwen 1987). The prevailing winds are from the west and northwest, with high wind run and frequent gales, while warm summers, mild winters, and evenly-distributed annual rainfall of 900-1,400 mm also characterise the climate of Wellington Ecological District (McEwen 1987).

3.3 Land cover

Land cover types in Wellington Ecological District¹ are quite varied, and include a notable 11,340 hectares of built-up urban land, covering 22 percent of the Ecological District. Other extensive land cover types within the Wellington Ecological District include high producing exotic grassland (13,904 hectares; 27% cover), broadleaved indigenous hardwoods (8,036 hectares; 15% cover), and gorse and/or broom

¹ Defined by the Land Cover Database version 4.1.



(7,622 hectares; 15% cover). The indigenous forest cover type, which describes more mature indigenous forest, covers 998 hectares or just under two percent of Wellington Ecological District.

3.4 Protected areas

Very few areas of indigenous vegetation and habitat in the vicinity of the site are legally protected. Fort Street Conservation Area is located between Fort Street and State Highway 2 at the base of the Ngauranga Gorge. The next closest area of conservation land is the Otari Scenic Reserve some five kilometres to the southwest of the proposed quarry site.

There are no Queen Elizabeth the Second Open Space Covenants (QEII covenants) near the proposed quarry site, the nearest being some 3-5 kilometres to the southwest, northwest, and east.

However, Wellington City Council reserves are relatively plentiful in the local area and include the Tyers Stream Reserve adjacent to the southwestern boundary of the site, and the Imran Terrace/Maldives Street Reserve c.150 metres to the west of the site.

Potential significant natural areas (SNAs) are more extensive locally, and include all of the more extensive indigenous forest patches within the site, and other areas of indigenous forest on both sides of the Ngauranga Gorge.

4. VEGETATION AND HABITATS

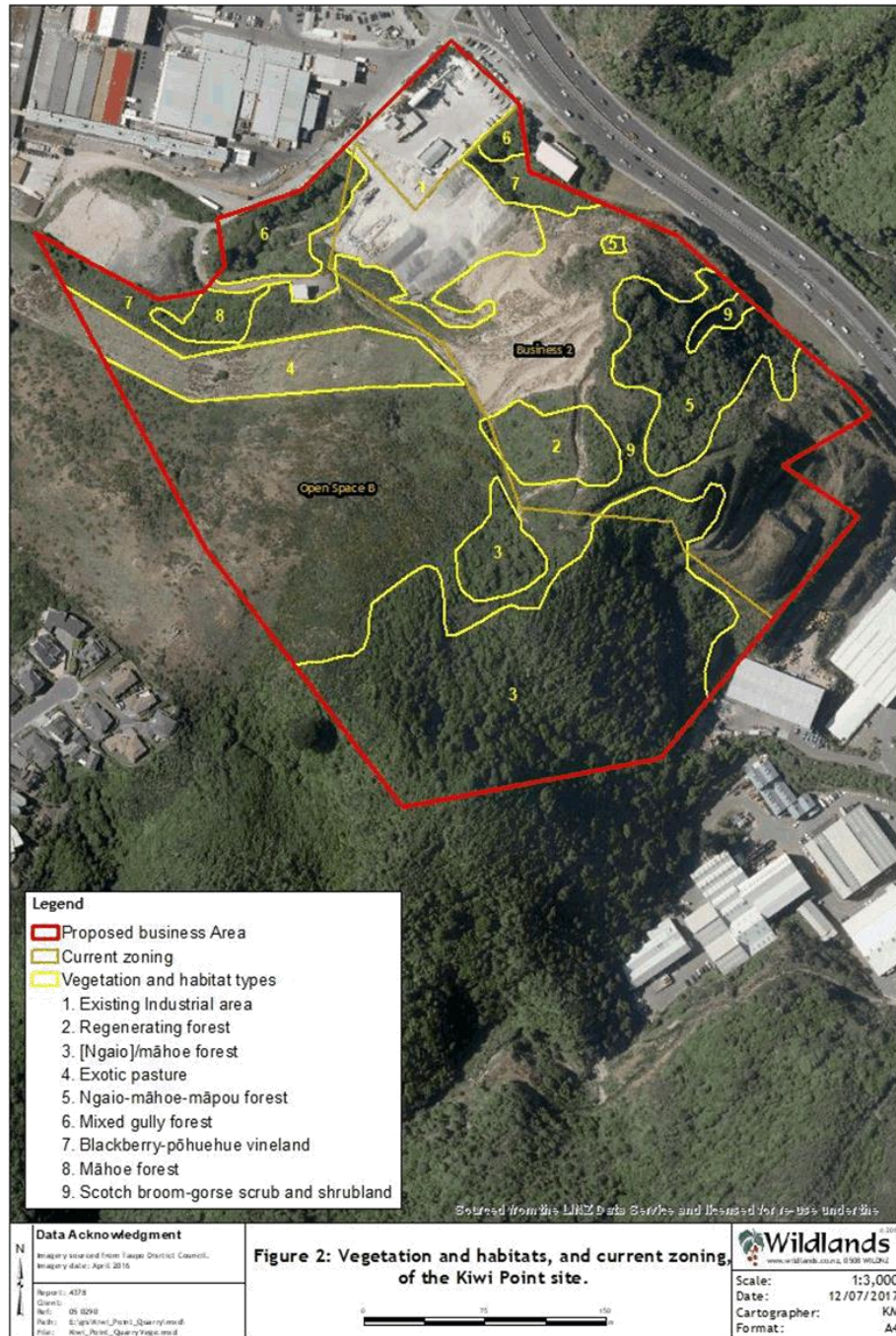
Eight different vegetation/habitat types were identified at the site:

- [Ngaio]/māhoe forest
- Ngaio-māhoe-māpou forest
- Māhoe forest
- Regenerating forest
- Mixed gully forest
- Scotch broom-gorse scrub and shrubland
- Blackberry-pōhuehue vineland
- Exotic pasture.

These habitat types are described in more detail below and mapped in Figure 2.

4.1 [Ngaio]/māhoe forest

Forest on the steep south-eastern faces of the ridge above Tyers Stream comprises low (3-4 metres tall) māhoe (*Melicytus ramiflorus*) forest (Plate 1), with scattered taller and larger ngaio (*Myoporum laetum*). Other canopy trees at lower abundance were mamaku (*Cyathea medullaris*), whauwhaupaku (*Pseudopanax arboreus*), māpou (*Myrsine australis*), and mānuka (*Leptospermum scoparium*). Lianes are abundant in



the forest canopy; these are mostly *Parsonsia heterophylla*, but there is also occasional pōhuehue (*Muehlenbeckia australis*) and rare clematis (*Clematis paniculata*). Kawakawa (*Macropiper excelsum*) is abundant in the understorey (Plate 1), with locally common rangiora (*Brachyglottis repanda*) and hangehange (*Geniostoma ligustrifolium*), occasional kanono (*Coprosma grandifolia*), and rare ponga (*Cyathea dealbata*). Shining spleenwort (*Asplenium oblongifolium*), hound's tongue fern (*Microsorium pustulatum*), and seedlings of *Parsonsia heterophylla* form the main ground covers, with scattered *Lastreopsis glabella*. Ground cover is sparse in the eastern part of this forest, but dense in the western part.



Plate 1: Interior of [Ngaio]/māhoe forest showing the relatively low canopy height and abundant kawakawa in the understorey.

This is a relatively young patch of secondary forest, which represents recent regeneration of māhoe and other broadleaved trees after historic disturbance that left only scattered ngaio trees standing. There is a gradient of disturbance across the slope, with western parts of the forest appearing older and more intact, compared with eastern parts. One patch of this forest type occurs on the northern slope of the ridge, separated from the larger patch on the southeastern slopes by a former bulldozed track that is now largely occupied by Scotch broom (*Cytisus scoparius*) and gorse (*Ulex europaeus*).

4.2 Ngaio-māhoe-māpou forest

On steep northeast facing slopes above State Highway 1, there are patches of forest of different composition. Scattered apparently older ngaio trees occur in a 4-5 m tall canopy dominated by māhoe, but patches of māpou dominance are also present. A

variety of other canopy trees occur in lower abundances, especially where the canopy is shorter (2-3 metres tall), including kowhai (*Sophora microphylla*; one individual), kānuka (*Kunzea robusta*), *Hebe parviflora*, karamū (*Coprosma robusta*), akiraho (*Olearia paniculata*), and poataniwha (*Melicope simplex*). The understorey is mostly sparse but has occasional dense patches dominated by kawakawa. Poataniwha, *Coprosma rhamnoides*, hangehange, and rangiora are occasionally present. Shining spleenwort, button fern (*Pellaea rotundifolia*), *Polystichum neozelandicum* subsp. *xerophyllum*, and occasional *Lastreopsis glabella* are occasional in the ground layer. Rocky areas support a relatively diverse assemblage of indigenous fern species, including those listed above as well as hound's tongue fern and jointed fern (*Arthropteris tenella*). Dense swards of veldt grass (*Ehrharta erecta*) and common blackberry (*Rubus fruticosus*) occur on forest margins.



Plate 2: Frequent māpou trees can be seen in the canopy of ngaio-māhoe-mapou forest.

This forest type is reasonably representative of the original forest and scrub that would have naturally occurred on these steep and sometimes rocky, exposed, slopes. Thin soils in rocky areas would have allowed the shorter trees and shrubs to persist, while deeper soils would have supported taller trees such as māhoe, māpou, ngaio, and kowhai.

4.3 Māhoe forest

A small patch of māhoe-dominant forest occurs on the toeslope near the meat processing works (Plate 3). This vegetation was not inspected closely, but appears to be relatively young secondary forest.

4.4 Regenerating forest

A patch of strongly-modified vegetation at the end of the Gurkha Crescent ridge, incorporating bulldozed tracks and other disturbed areas, mostly comprises Scotch broom, gorse, and fennel (*Foeniculum vulgare*), but there are several small regenerating trees of māpou and māhoe. Shrubs of boneseed (*Chrysanthemoides monilifera*) and Darwin's barberry (*Berberis darwinii*) were also seen within this vegetation, and exotic grasses and herbs including browntop (*Agrostis capillaris*) and catsear (*Hypochaeris radicata*) are common.



Plate 3: Māhoe-dominant forest on the toeslope below exotic pasture and Scotch broom-gorse scrub. Blackberry-pohuehue vineland can be seen to the right of the māhoe forest.

In the absence of further disturbance, this vegetation would slowly become more dominated by indigenous trees, but Darwin's barberry would likely persist due to its tolerance of shade and ability to grow beneath a forest canopy.

4.5 Mixed gully forest

Gullies near the margin of the industrial land near the meat processing works contain a mix of indigenous and exotic trees and shrubs. Indigenous species in these gullies include mamaku, ngaio, karamū, taupata (*Coprosma repens*), koromiko (*Hebe stricta*), kawakawa, māhoe, and karaka (*Corynocarpus laevigatus*). Exotic species include radiata pine (*Pinus radiata*), buddleia (*Buddleja davidii*), blackberry, Scotch broom, brush wattle (*Paraserianthes lophantha*), pampas, tree lucerne (*Chamaecytisus palmensis*), willow (*Salix* sp.), and climbing dock (*Rumex sagittatus*).

4.6 Scotch broom- gorse shrubland

Scrub and shrubland dominated by Scotch broom and gorse occupy the northwest-facing slopes of the ridge that stretch down toward the meat processing works and other industrial land (Plates 3 and 4), the eastern corner of the site in the Tyers Creek catchment, and in other areas that have been more recently disturbed by bulldozing and tracking. Fennel, holly-leaved senecio (*Senecio glastifolius*), and exotic grasses are common species in these shrublands, while occasional blackberry, pampas

(*Cortaderia selloana*), climbing dock, vetch (*Vicia sativa*), karamū, māhoe and kānuka are also present. The indigenous shrub *Melicytus crassifolius* was reported in rocky habitat on the sunny faces within this vegetation by Wellington City Council staff.



Plate 4: Scotch broom-gorse scrub is dominant on the sunny slopes of the ridge. A strip of exotic pasture can be seen at lower left, below which is a small patch of māhoe forest.

4.7 Blackberry-pohuehue vineland

In one area on the northwestern toeslopes, and in a gully near State Highway 1, a dense vineland of blackberry and pohuehue occurs. Occasional māhoe and ngaio trees emerge from this vineland, in which climbing dock is also frequent.

4.8 Exotic pasture

A horizontal strip of exotic pasture is located on the lower northwestern slopes (Plates 3 and 4). It was not assessed in detail but comprises exotic grasses and herbs.

5. FLORA

A total of 98 vascular plant species were observed during the site visit, of which 55 (56 percent) were indigenous species and 43 (44 percent) exotic. No nationally Threatened or At Risk plant species were recorded at the site, but kowhai, of which only one individual was seen, is uncommon in Wellington Ecological District.

6. BIRDS

A relatively low diversity of bird species was observed during the site visit, however road noise was significant and reduced detectability. Three exotic bird species and three indigenous bird species were observed using habitats at the site, and the indigenous karoro/black-backed gull (*Larus dominicanus*) was observed flying over the site (Table 1). Pipihi/silvereye (*Zosterops lateralis*) was the species observed most commonly in forest vegetation at the site.

Table 1: Bird species recorded at and flying over the Kiwi Point site.

Species	Common Name	Status
<i>Emberiza citrinella</i>	Yellowhammer	Introduced and Naturalised
<i>Fringilla coelebs</i>	Chaffinch	Introduced and Naturalised
<i>Turdus merula</i>	Blackbird	Introduced and Naturalised
<i>Rhipidura fuliginosa</i>	Piwaiwaka; Fantail	Endemic; Not Threatened
<i>Larus dominicanus</i>	Karoro; black-backed gull	Indigenous; Not Threatened
<i>Gerygone igata</i>	Riroriro; grey warbler	Endemic; Not Threatened
<i>Zosterops lateralis</i>	Pipihi; silvereye	Indigenous; Not Threatened

Additional bird species that are mostly likely to regularly use the proposed quarry were inferred using recent records from nearby forested sites where bird observations have been made on multiple occasions, including two sites in the adjacent Tyers Stream Reserve and one in coastal forest. The indigenous tūi/kōkō (*Prothemadera novaeseelandiae*) and exotic starling (*Sturnus vulgaris*) are almost certainly regular seasonal users of habitats at the proposed quarry site, while house sparrow (*Passer domesticus*) and goldfinch (*Carduelis carduelis*) are also very likely to use these habitats (Table 2). Other indigenous species that are likely to be present at times are pīpīwharau/shining cuckoo (*Chrysococcyx lucida*) and kererū (*Hemiphaga novaeseelandiae*), which have both been observed at lower frequency and abundance at two sites within the adjacent Tyers Stream Reserve (Table 2).

Table 2: Bird species recorded within one kilometre of the site at three sites where multiple observations have been submitted to the Ebird database (2011-2013 data).

Species	Common Name	Frequency (n=3)	Total Number Observed
<i>Carduelis carduelis</i>	Goldfinch	67	11
<i>Emberiza citrinella</i>	Yellowhammer	33	1
<i>Fringilla coelebs</i>	Chaffinch	100	26
<i>Carduelis chloris</i>	Greenfinch	67	5
<i>Passer domesticus</i>	House sparrow	67	22
<i>Prothemadera novaeseelandiae</i>	Kōkō; tui	100	19
<i>Prunella modularis</i>	Dunnoek	33	1
<i>Sturnus vulgaris</i>	Starling	100	12
<i>Turdus philomelos</i>	Song thrush	67	4
<i>Chrysococcyx lucida</i>	Shining cuckoo	33	1
<i>Callipepla californica</i>	Californian quail	33	1
<i>Hemiphaga novaeseelandiae</i>	Kererū	33	3
<i>Turdus merula</i>	Blackbird	100	30
<i>Rhipidura fuliginosa</i>	Piwaiwaka; Fantail	100	10
<i>Larus dominicanus</i>	Karoro; black-backed gull	100	8

Species	Common Name	Frequency (n=3)	Total Number Observed
<i>Gerygone igata</i>	Riroriro; grey warbler	100	27
<i>Zosterops lateralis</i>	Pihipi; silvereve	100	28

7. LIZARDS

A number of lizard observations have also been made within one kilometre of the proposed quarry site, though most of these relate to residential areas, and date from the 1990s. These observations cover seven indigenous lizard species, four of which have a current threat status of At Risk-Declining (Table 3). All of these lizard species are able to occupy forest, shrubland, and dense grassland habitats in the Wellington area (Adams 2009) and thus they all may be present within the site.

Table 3: Lizard records within one kilometre of the site (Department of Conservation Herpetofauna database).

Species	Common Name	Threat Status
<i>Mokopirirakau granulatus</i> ¹	Forest gecko	At Risk-Declining
<i>Nautilunus punctatus</i>	Barking gecko	At Risk-Declining
<i>Oligosoma aeneum</i>	Copper skink	Not Threatened
<i>Oligosoma ornatum</i>	Ornate skink	At Risk-Declining
<i>Oligosoma polychroma</i> Clade 1	Northern grass skink	Not Threatened
<i>Oligosoma zelandicum</i>	Glossy brown skink	At Risk-Declining
<i>Woodworthia maculata</i>	Raukaua gecko	Not Threatened

¹This record probably more accurately refers to the Ngahere gecko, *Mokopirirakau* “southern North Island”, which has the same threat status.

8. FISH

A tributary of Ngauranga Stream passes through the more modified part of the site adjacent to the meat processing works (Plate 5), and is partly confined to underground piped channels in this area. There are no records from this stream in the New Zealand Freshwater Fish database. Four freshwater fish lists dating from 2009 to 2016 have been compiled from sampling within Tyers Stream, within the Tyers Stream Reserve (Table 4).

Table 4: Freshwater fish records from Tyers Stream (from NIWA Freshwater Fish database).

Species	Common Name	Status
<i>Anguilla dieffenbachii</i>	Longfin eel	At Risk-Declining
<i>Anguilla australis</i>	Shortfin eel	Not Threatened
<i>Galaxias brevipinnis</i>	Koaro	At Risk-Declining
<i>Galaxias fasciatus</i>	Banded kokopu	Not Threatened



Plate 5: Ngauranga Stream tributary adjacent to the meat processing works.

9. ECOLOGICAL SIGNIFICANCE

Ecological significance of indigenous vegetation and habitats of indigenous fauna at the site has been determined below using the ecological significance criteria in the Greater Wellington Regional Policy Statement. The assessment has been undertaken at the scale of the Wellington Ecological District, where scale is relevant to a criterion.

(a) **Representativeness:** the ecosystems or habitats that are typical and characteristic examples of the full range of the original or current natural diversity of ecosystem and habitat types in a district or in the region, and:

- (i) are no longer commonplace (less than about 30% remaining); or
- (ii) are poorly represented in existing protected areas (less than about 20% legally protected).

Assessment

This criterion requires ecosystems or habitats to be not only typical and characteristic, but also to be significantly reduced and poorly represented in protected areas.

Of the two more intact areas of indigenous vegetation and habitat at the site, the ngaio-māhoe-māpou forest on sunny, exposed slopes is more representative of the original (pre-human) vegetation than the [ngaio]/māhoe forest on shady slopes. The [ngaio]/māhoe forest is a relatively young stand of secondary forest that has quite a

different structure and composition to the taller and more diverse podocarp/broadleaved forest that would have originally occupied this part of the site.

Secondary broadleaved forest dominated by māhoe is relatively widespread in Wellington Ecological District, while the more diverse ngaio-māhoe-māpou forest is more reduced. Nevertheless, as Wellington Ecological District would have been largely forest-covered, and the total current area of indigenous forest and broadleaved indigenous hardwoods only occupies 15 percent of Wellington Ecological District (see Section 3.3), both types can be regarded as no longer commonplace.

With respect to protection status, protected areas are small and scattered across Wellington Ecological District, thus both of the above habitat types will have much less than 20 percent of their area protected within Wellington Ecological District.

In summary, the ngaio-māhoe-māpou forest is representative, strongly reduced, and poorly protected, and thus meets the definition of representativeness. [Ngaio]/māhoe forest is not representative of the former vegetation, and therefore is not significant under this criterion, but is also strongly reduced and poorly-protected within Wellington Ecological District.

*(b) **Rarity:** the ecosystem or habitat has biological or physical features that are scarce or threatened in a local, regional or national context. This can include individual species, rare and distinctive biological communities and physical features that are unusual or rare.*

Assessment

As described above, both of the indigenous vegetation types present within the site are considerably reduced, and the ngaio-māhoe-māpou forest type is likely to be quite scarce in Wellington Ecological District. Kōwhai is an uncommon species in Wellington Ecological District. Indigenous lizards with At Risk-Declining status are likely to be present in habitats within the site, and the tributary of Ngauranga Stream that passes through the more modified part of the site may provide habitat for indigenous fish with At Risk-Declining status.

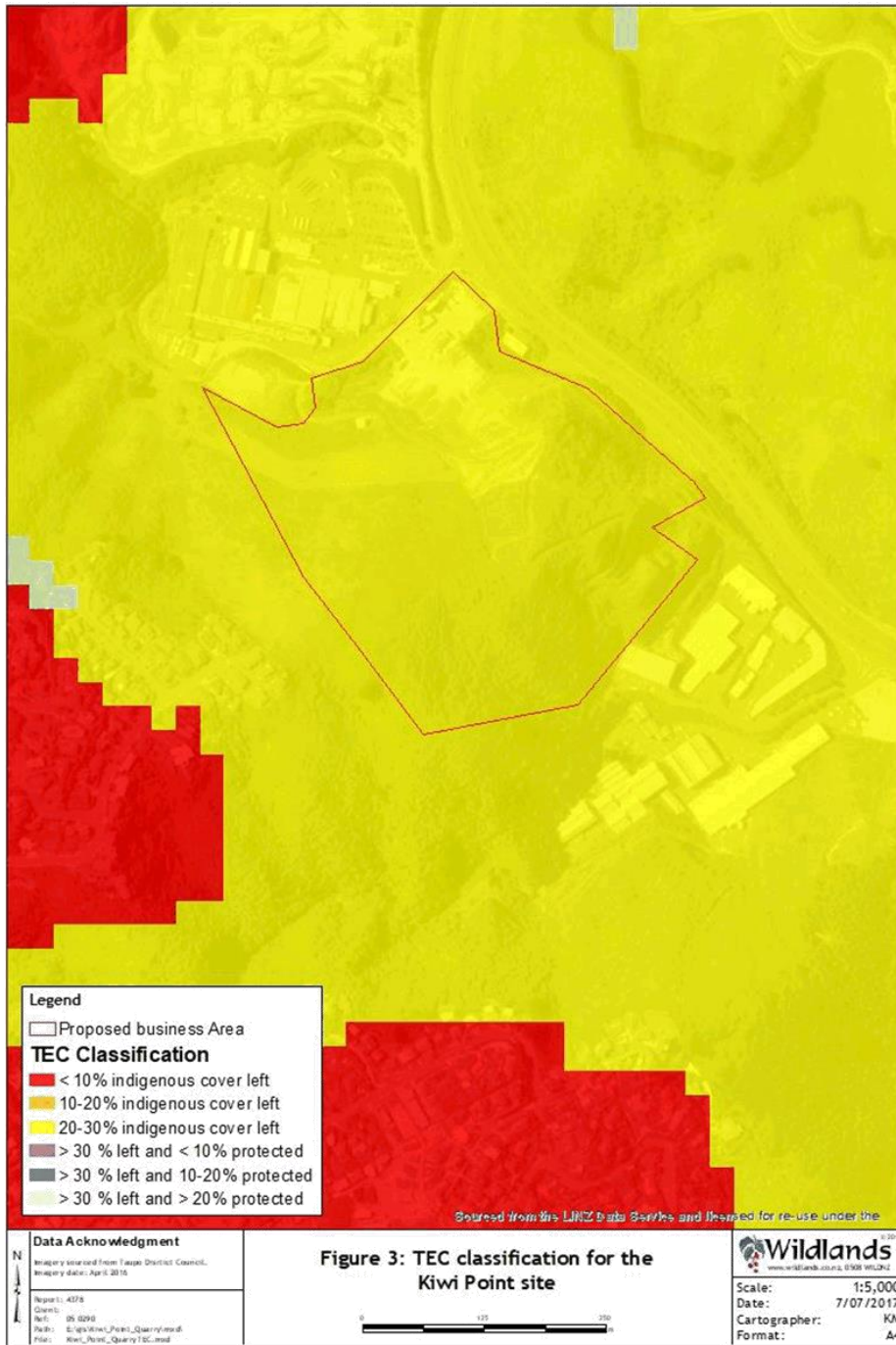
National priorities for the protection of rare and threatened indigenous biodiversity on private land (MfE and DOC 2007) are listed below and site values have been assessed in relation to each one:

1. *Indigenous vegetation on land environments that have less than 20% of their indigenous cover remaining.*

The site is located within At Risk land environments that have 20-30% of their indigenous cover remaining (Figure 3).

2. *Indigenous vegetation associated with sand dunes and wetlands.*

No sand dune or wetland habitats are present within the site.



3. *Indigenous vegetation associated with originally rare ecosystems.*

No originally rare ecosystems were recorded at the site.

4. *Habitats of acutely and chronically threatened species.*

The 'acutely threatened' and 'chronically threatened' categories have been superseded by a more recent threat classification system (Townsend *et al.* 2008), and now correspond to the Threatened and At Risk-Declining categories of Townsend *et al.* (2008). As described above, indigenous lizards, and potentially fish, with At Risk-Declining status are likely to be present within the site.

On the basis of the above, the ngaio-māhoe-māpou forest meets this criterion, as does kōwhai. Parts of the site that provide habitat for At Risk lizards or fish may also be significant.

(c) **Diversity:** *the ecosystem or habitat has a natural diversity of ecological units, ecosystems, species and physical features within an area.*

Assessment

The site has remnants of its natural diversity, as represented by different forest types on landforms with different aspects, but overall has a relatively low diversity of indigenous plant species. The most diverse plant habitat within the site is the ngaio-māhoe-māpou forest above State Highway 1. The diversity of indigenous lizards, birds, and fish is not known. A preliminary assessment based on indigenous habitats and plant species is that the site overall is not significant according to this criterion, but the ngaio-māhoe-māpou forest is significant.

(d) **Ecological context of an area:** *the ecosystem or habitat:*

- (i) *enhances connectivity or otherwise buffers representative, rare or diverse indigenous ecosystems and habitats; or*
- (ii) *provides seasonal or core habitat for protected or threatened indigenous species.*

Assessment

Indigenous forest at the site mostly comprises fleshy-fruited trees that would provide an important seasonal food source for frugivorous birds such as kererū, kōkō/tūī, and pipihi/silvereye. The mixed gully forest at the site also contains several fleshy-fruited trees which would provide food sources for these birds. In addition, tree lucerne (*Chamaecytisus palmensis*) foliage in these gully forests would provide a useful winter food source for kererū. When in flower, Scotch broom also provides a seasonal food source for kererū.

The site is connected to and helps to buffer the Tyers Stream Reserve, which contains representative lowland forest. Overall, the Tyers Stream Reserve and the indigenous forest at the proposed quarry site provide a large area of seasonal habitat for indigenous frugivores and permanent habitat for other indigenous bird species. Loss of the indigenous forest within the site could result in reductions in

the local population sizes of these species, because a large amount of habitat would be removed.

- (e) **Tangata whenua values:** the ecosystem or habitat contains characteristics of special spiritual, historical or cultural significance to tangata whenua, identified in accordance with tikanga Māori.

Assessment

This is not an ecological criterion, though can be informed by the ecological information in this report, for example by providing a list of plant species that may be taonga species for local tangata whenua. This criterion has not been assessed.

Summary of Significance Assessment

In summary, forest vegetation at the site is significant because it provides locally important seasonal habitat for indigenous forest birds. The ngaio-māhoe-māpou forest is also significant because it better represents the likely pre-human vegetation of its site, has moderately high plant species diversity, and provides habitat for a locally uncommon plant species. Other habitats may be significant depending on their significance for indigenous lizards and fish.

10. POTENTIAL ADVERSE EFFECTS

The main potential adverse effects of quarry development would be clearance of a relatively large area - approximately 3.5 hectares - of indigenous forest vegetation and habitat that is locally important for indigenous forest birds, and probably also indigenous lizards. Some lizards would probably be killed during quarry excavation. Small amounts of indigenous forest would be left on quarry margins, but these would be exposed to edge effects, which for the forest remnants above State Highway 1, would be very significant. The adjacent Tyers Stream Reserve would have reduced buffering from the effects of wind and spread of ecological weeds.

These effects would be significant, and if quarry development cannot avoid these effects, it will require substantive mitigation and/or remediation.

11. MITIGATION OF CLEARANCE OF VEGETATION AND HABITATS

The following mitigation options are suggested based on a scenario of full quarry development. In principle, mitigation should be in kind (like for like), on a site with similar environmental gradients, close to the affected area, and with the potential for additional conservation actions over a larger area (ideally at least three times larger) than the affected area.

Key habitats that would be affected by the quarrying are the [ngaio]/māhoe forest on shady slopes, and the ngaio-māhoe-māpou forest on the steep, more sunny and exposed faces above State Highway 1. Thus a mitigation site would need to incorporate both sunny and shady aspects and gradients of exposure.

Three nearby sites have been identified (Figure 4) that could potentially be legally protected and/or rehabilitated and/or enhanced, and thus would help to mitigate the adverse effects of vegetation and habitat clearance:

- a) A package of sites close to the proposed quarry site. These include three distinct areas:
 - o Part of the ridge and upper hill slopes immediately west of the proposed quarry site - adjacent to the suburb of Rangoon Heights - currently supports 2.7 ha of scattered tī kouka/cabbage tree (*Cordyline australis*) within Scotch broom-gorse shrubland, and approximately 0.8 ha of advanced growth regenerating māhoe forest. These areas could be legally protected and restoration actions undertaken to more quickly return these areas to indigenous forest. This site would represent only sunny and exposed aspects, and would be at higher elevation to most of the affected areas of indigenous vegetation and habitat. A key advantage of this component of mitigation would be to provide a forested connection between the Tyers Stream Reserve and other areas of indigenous forest.
 - o Forest below the water tanks and their Maldive Street access. Approximately 2.5 ha of māhoe-dominant forest is present within this area, and there is also an area with scattered trees in a vineland matrix that could potentially be enhanced through active restoration. These areas include some lower elevation land. Legally protecting these areas would help to slow the rate of future loss of māhoe forest.
 - o A 1.62 ha triangle of low elevation māhoe-dominant forest between the potentially affected [ngaio]-māhoe forest and the Tyers Stream Reserve, which could be legally protected to prevent future development activities. The benefits of this would be to slow the rate of future loss of this forest type.
- b) A ridge extending from the suburb of Cashmere, immediately down-valley of the site to be affected, currently supports indigenous forest remnants and Scotch broom/ gorse scrub on its sunny and exposed side, and exotic plantation forest on its shady side. This ridge has similar topography and aspect and exposure differences to the site to be affected, but is slightly lower. It has an area of 13.6 hectares, and is therefore very similar to the overall size of the subject site, and approximately 3.5 times the size of the areas of indigenous forest to be affected. This site could also potentially be legally protected and rehabilitated to indigenous forest. An electricity transmission line crosses the ridge, but would pose few constraints to ecological restoration.
- c) An area of northwest-facing upper slopes on the northern side of Ngauranga Gorge comprises Wellington City Council reserve land and is currently covered by regenerating indigenous broadleaved forest and Scotch broom-gorse scrub.

This area is relatively higher (140-200 metres above sea level) than the affected areas, and its predominant aspect is also different to aspects of the indigenous vegetation and habitat to be affected. It is approximately 9.8 hectares, and thus about 2.5 times the size of the affected areas of indigenous forest.

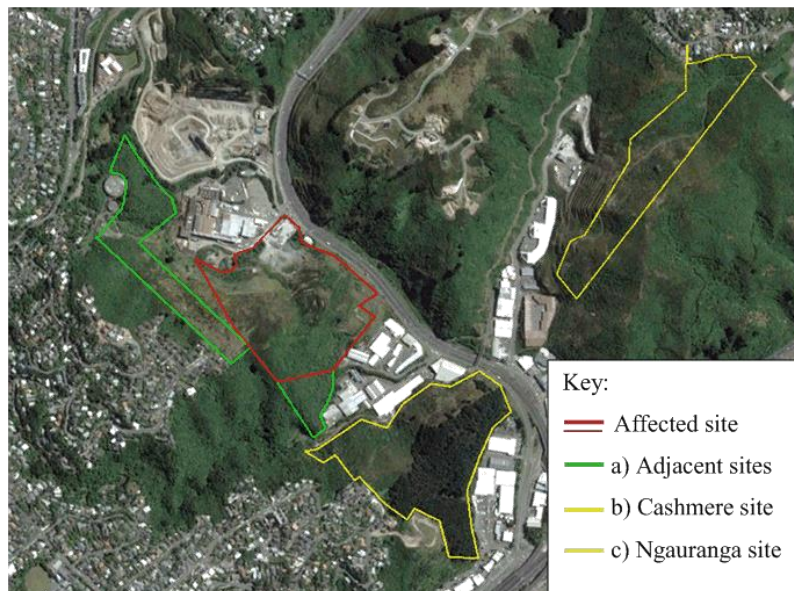


Figure 4: Potential local sites for which mitigation options could be considered.

Advantages and disadvantages of these three sites for mitigation of the adverse effects of clearance are summarised in Table 5.

Table 5: Attributes of the suggested mitigation sites in relation to the areas to be affected.

Factors Compared to Areas to be Affected	Potential Mitigation Sites		
	a) Adjacent Sites	b) Cashmere (b)	c) Ngauranga
Size	Twice as large	3.5 times larger	2.5 times larger
WCC owned?	Yes	No	Yes
Similar landform?	Partly	Yes	No
Similar aspects?	Partly	Fully	Partly
Indigenous forest cover?	c.50% of area	c.10% of area	c.50% of area
Similar vegetation?	Partly	Partly	Partly
Similar elevation?	More at higher elevation, less at lower elevation.	More at lower elevation, less at higher elevation.	Mostly higher elevation.
Other factors			

Factors Compared to Areas to be Affected	Potential Mitigation Sites		
	a) Adjacent Sites	b) Cashmere (b)	c) Ngauranga
Opportunity for landscape mitigation?	Moderate, local mitigation	Significant if pines replaced with indigenous forest.	Limited as mostly on a successional trajectory to full indigenous dominance.
Additionality	Moderate	Strong if pines are replaced.	Limited as mostly on a successional trajectory to full indigenous dominance.

Overall, the Cashmere site stands out as being a similar landform of significant size with strong potential for ecological restoration and also has potential to remove the landscape effects of pine forest. It also represents a slightly lower elevation site, which would better help to mitigate the more extensive loss of indigenous vegetation in lowland environments. The main constraint with this site is that it is not owned by Wellington City Council. Nevertheless, this increases the additionality of conservation actions for the site, such as legal protection.

The package of adjacent sites incorporating legal protection and ecological restoration has the advantages of being closest to the affected site and through ecological restoration, better-connecting existing areas of indigenous forest. This would be sufficient to mitigate adverse effects of quarry development on māhoe-dominant forest, but would not mitigate the effects of clearance of the representative ngaio-mahoe-mapou forest.

The Ngauranga site lacks close similarity with the site to be affected, and ecological restoration at this site would not be fully additional given that the existing vegetation is currently on a successional trajectory to greater cover of indigenous forest.

Other sites owned by Wellington City Council may be available for mitigation in the wider area, and in particular, a site where restoration actions to mitigate the loss of ngaio-mahoe-mapou forest should be sought. Any such sites should also be assessed for environmental similarity and scope to undertake additional conservation activities that would not otherwise occur. However, it would be preferable to undertake mitigation activities close to the site to be affected, where possible.

12. REMEDIATION

12.1 Vegetation

The final quarry pit slopes will have a range of landforms and aspects and should provide areas of sheltered habitat. Wind modelling of the final pit landform should be undertaken, to identify potentially sheltered areas. When quarrying ceases these should be a focus for active rehabilitation of indigenous vegetation and habitat. This will require topsoil to be stockpiled for use in any planting sites on quarry benches.

12.2 Lizard habitat

More exposed benches could be rehabilitated to promote lizard habitat. This should include provision of rock jumbles and/or artificial lizard habitat on benches, together with planting of potential food and habitat resources, such as *Melicytus crassifolius*.

13. CONCLUSIONS

The proposed quarry site contains two types of indigenous forest that represent the main vegetation values of the site. Forest patches above State Highway 1 are a more representative, diverse, and reduced type of forest than the more extensive, secondary broadleaved forest on shady slopes adjacent to the Tyers Stream Reserve. Both forest types provide locally important, seasonal habitat for indigenous forest birds, and are ecologically significant according to the significance criteria in the Greater Wellington Regional Policy Statement. There is a reasonable likelihood that additional indigenous lizard and freshwater fish values are present in habitats within the site, and surveys for these fauna should be undertaken.

Adverse effects of clearance of these habitats for quarry development would be significant, and would require mitigation and remediation. Ideally, mitigation should occur on a nearby site that has features similar to the areas to be affected and where conservation actions would be strongly additional. There is good potential for mitigation on the neighbouring ridge down-valley, which is similar to the areas to be affected, but as this site is private land it would need to be purchased by Wellington City Council for this potential to be realised. Sites adjacent to the proposed quarry have potential for mitigation for adverse effects on māhoe-dominant forest, but an alternative site should be chosen to address mitigation for loss of ngaio-mahoe-mapou forest.

In addition to mitigation, there is potential for remediation of some adverse effects once the quarry operation has ceased. However, this would only take place in the future, and would be significantly constrained by quarrying. As such, it should be seen as a retrospective action which will address some effects, but only after the quarry operation has ceased. It will also take some time to achieve significant ecological (and landscape) effects. Overall, site remediation is important but should be considered to be complementary to mitigation.

ACKNOWLEDGMENTS

Logen Logeswaran and Myfanwy Emeny of Wellington City Council provided project liaison.

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APPENDIX 1

VASCULAR PLANT SPECIES RECORDED AT THE SITE

*Denotes exotic species. Abundance is expressed across the whole site

Species	Common Name	Plant Type	Abundance
<i>Acaena anserinifolia</i>	Bidibidi	Dicot herb	Rare
<i>Agapanthus orientalis</i> *	Agapanthus	Dicot herb	Rare
<i>Agrostis capillaris</i> *	Browntop	Grass	Occasional
<i>Anagallis arvensis</i> *	Scarlet pimpernel	Dicot herb	Rare
<i>Apium graveolens</i> *	Wild parsley	Dicot herb	Occasional
<i>Arthropteris tenella</i>		Fern	Rare
<i>Asplenium appendiculatum</i>	Ground spleenwort	Fern	Rare
<i>Asplenium bulbiferum</i>	Hen and chicken fern	Fern	Rare
<i>Asplenium flabellifolium</i>	Necklace fern	Fern	Rare
<i>Asplenium hookerianum</i>	Hooker's spleenwort	Fern	Rare
<i>Asplenium oblongifolium</i>	Shining spleenwort	Fern	Frequent
<i>Beilschmiedia tawa</i>	Tawa	Tree	Rare
<i>Berberis darwinii</i> *	Darwin's barberry	Shrub	Occasional
<i>Brachyglottis repanda</i>	Rangiora	Tree	Occasional
<i>Brassica napus</i> *		Dicot herb	Occasional
<i>Buddleja davidii</i> *	Buddleia	Shrub	Occasional
<i>Centaurium erythraea</i> *	Centaury	Dicot herb	Rare
<i>Centranthus ruber</i> *	Spur valerian	Dicot herb	Occasional
<i>Cerastium fontanum</i> *	Mouse-ear chickweed	Dicot herb	Rare
<i>Chamaecytisus palmensis</i> *	Tree lucerne	Tree	Occasional
<i>Chrysanthemoides monilifera</i> *	Boneseed	Shrub	Rare
<i>Clematis paniculata</i>	Puawananga	Vine	Occasional
<i>Coprosma grandifolia</i>	Kanono	Tree	Occasional
<i>Coprosma hybrid</i>	Coprosma hybrid	Shrub	Rare
<i>Coprosma propinqua</i>	Mingimingi	Shrub	Occasional
<i>Coprosma repens</i>	Taupata	Shrub	Rare
<i>Coprosma rhamnoides</i>		Shrub	Occasional
<i>Coprosma robusta</i>	Karamu	Tree	Occasional
<i>Cordyline australis</i>	Cabbage tree / ti kouka	Tree	Rare
<i>Cortaderia selloana</i>	Pampas	Grass	Occasional
<i>Corynocarpus laevigatus</i>	Karaka	Tree	Occasional
<i>Cyathea dealbata</i>	Ponga	Fern	Occasional
<i>Cyathea medullaris</i>	Mamaku	Fern	Occasional
<i>Cytisus scoparius</i> *	Scotch broom	Shrub	Abundant
<i>Dactylis glomerata</i> *	Cocksfoot	Grass	Occasional
<i>Digitalis purpurea</i> *	Foxglove	Dicot herb	Rare
<i>Ehrharta erecta</i> *	Veldt grass	Grass	Frequent
<i>Erigeron canadensis</i> *	Canadian fleabane	Dicot herb	Occasional
<i>Euchiton audax</i>	Native cudweed	Dicot herb	Rare
<i>Foeniculum vulgare</i> *	Fennel	Dicot herb	Frequent
<i>Fumaria muralis</i> *	Scrambling fumitory	Dicot herb	Rare
<i>Geniostoma ligustrifolium</i>	Hangehange	Tree	Frequent
<i>Hebe parviflora</i>		Shrub	Rare
<i>Hebe stricta</i>	Koromiko	Shrub	Occasional
<i>Hedycarya arborea</i>	Pigeonwood / porokaiwhiri	Tree	Rare
<i>Hypochaeris radicata</i> *	Catsear	Dicot herb	Occasional
<i>Hypolepis ambigua</i>		Fern	Rare
<i>Kunzea robusta</i>	Kanuka	Tree	Occasional

Species	Common Name	Plant Type	Abundance
<i>Lastreopsis glabella</i>	Smooth shield fern	Fern	Occasional
<i>Lathyrus latifolius</i> *	Everlasting pea	Dicot herb	Rare
<i>Leptospermum scoparium</i>	Manuka	Tree	Frequent
<i>Linaria purpurea</i> *	Purple linaria	Dicot herb	Occasional
<i>Macropiper excelsum</i>	Kawakawa	Tree	Abundant
<i>Melicope simplex</i>	Poataniwha	Tree	Rare
<i>Melicytus ramiflorus</i>	Māhoe	Tree	Occasional
<i>Metrosideros diffusa</i>	White climbing rata	Vine	Rare
<i>Metrosideros excelsa</i>	Pohutukawa	Tree	Occasional
<i>Microsorium pustulatum</i>	Hound's tongue fern	Fern	Frequent
<i>Muehlenbeckia australis</i>	Pōhuehue	Vine	Frequent
<i>Myoporum laetum</i>	Ngaio	Tree	Frequent
<i>Myrsine australis</i>	Mapou	Tree	Occasional
<i>Myrsine divaricata</i>	Weeping matipo	Tree	Rare
<i>Olearia paniculata</i>	Akiraho	Tree	Rare
<i>Oxalis incarnata</i> *	Lilac oxalis	Dicot herb	Rare
<i>Ozothamnus leptophyllus</i>	Tauhinu	Shrub	Rare
<i>Paraserianthes lophantha</i> *	Brush wattle	Tree	Occasional
<i>Parsonsia heterophylla</i>	Native jasmine	Vine	Abundant
<i>Pellaea rotundifolia</i>	Button fern	Fern	Occasional
<i>Pennantia corymbosa</i>	Kaikomako	Tree	Rare
<i>Phytolacca octandra</i> *	Inkweed	Dicot herb	Occasional
<i>Pinus radiata</i> *	Radiata pine	Tree	Rare
<i>Pittosporum crassifolium</i>	Karo	Tree	Occasional
<i>Plantago lanceolata</i> *	Narrow-leaved plantain	Dicot herb	Occasional
<i>Poa anceps</i>		Grass	Rare
<i>Polystichum neozelandicum</i>	Shield fern	Fern	Occasional
<i>Prunus sp.*</i>	Wild plum	Tree	Rare
<i>Pseudopanax arboreus</i>	Five-finger, whauwhaupaku	Tree	Occasional
<i>Pseudopanax crassifolius</i>	Lancewood / horoeka	Tree	Rare
<i>Pteridium esculentum</i>	Bracken	Fern	Occasional
<i>Pyrrosia eleagnifolia</i>	Leatherleaf fern	Fern	Occasional
<i>Rubus cissoides</i>	Lawyer	Vine	Rare
<i>Rubus fruticosus</i> *	Blackberry	Shrub	Frequent
<i>Rumex sagittatus</i> *	Climbing dock	Dicot herb	Occasional
<i>Rytidosperma racemosum</i> *	Danthonia	Grass	Occasional
<i>Salix sp.*</i>	Willow	Tree	Rare
<i>Senecio glastifolius</i> *	Holly-leaved senecio	Dicot herb	Frequent
<i>Senecio skirrhodon</i> *	Gravel groundsel	Dicot herb	Rare
<i>Solanum chenopodioides</i> *	Velvety nightshade	Dicot herb	Frequent
<i>Solanum laciniatum</i>	Poroporo	Shrub	Rare
<i>Sonchus oleraceus</i> *	Puha / sow thistle	Dicot herb	Rare
<i>Sophora microphylla</i>	Kowhai	Tree	Rare
<i>Stellaria media</i> *	Chickweed	Dicot herb	Occasional
<i>Stellaria parviflora</i>	Native chickweed	Dicot herb	Rare
<i>Tradescantia fluminensis</i> *	Tradescantia	Dicot herb	Occasional
<i>Trifolium hybridum</i> *	Alsike clover	Dicot herb	Rare
<i>Trifolium repens</i> *	White clover	Dicot herb	Occasional
<i>Ulex europaeus</i> *	Gorse	Shrub	Frequent
<i>Vicia sativa</i> *	Vetch	Dicot herb	Occasional



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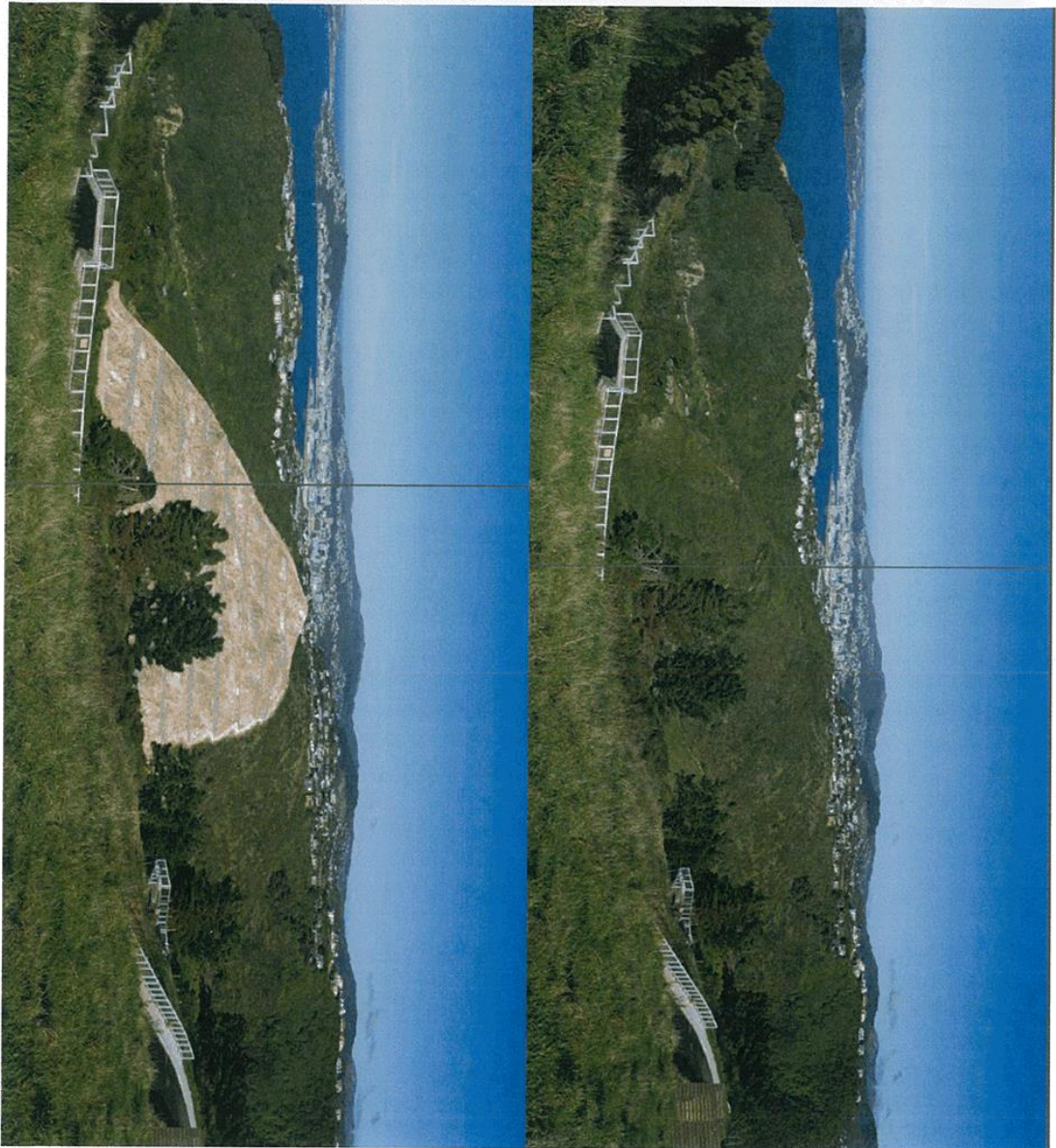
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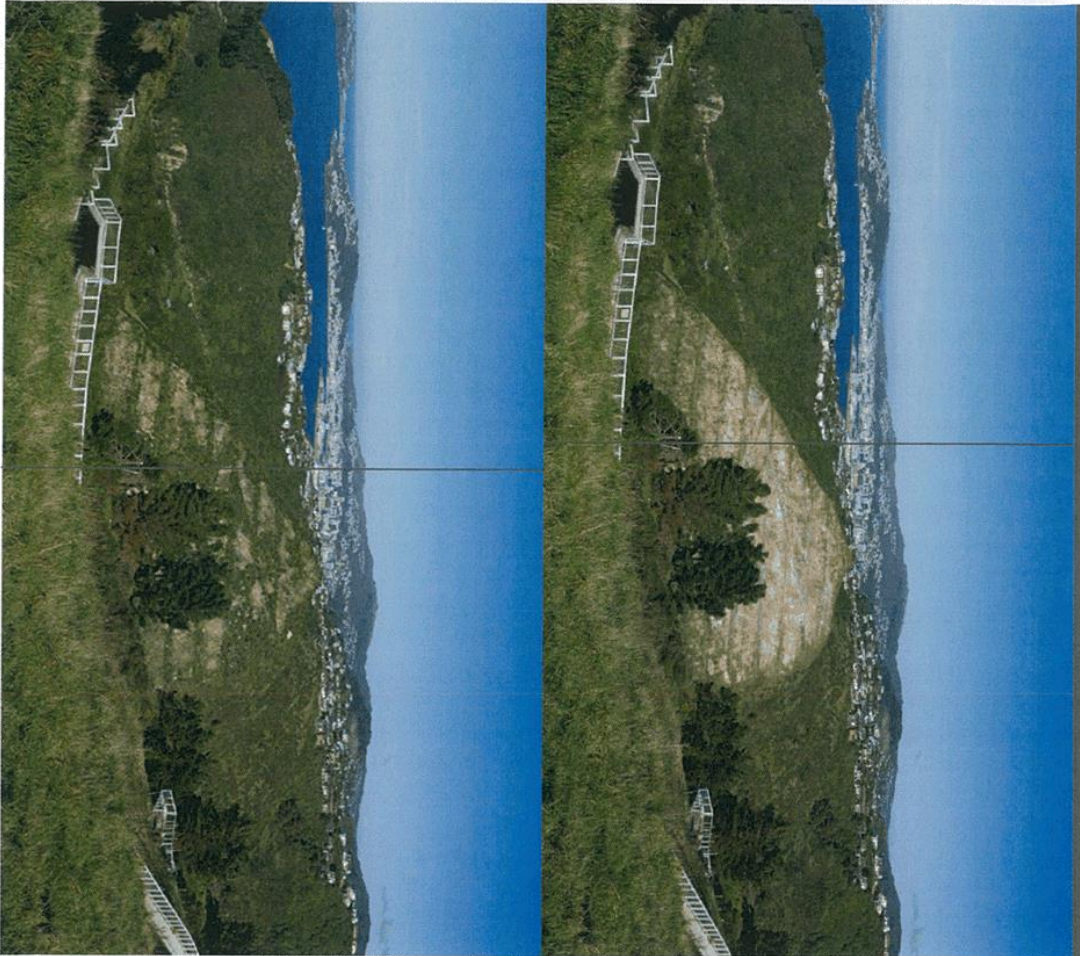
Kiwi Point Quarry
Landscape views – existing and
proposed



Intersection of
Grumman Lane
& Spennmore
Street
Existing view

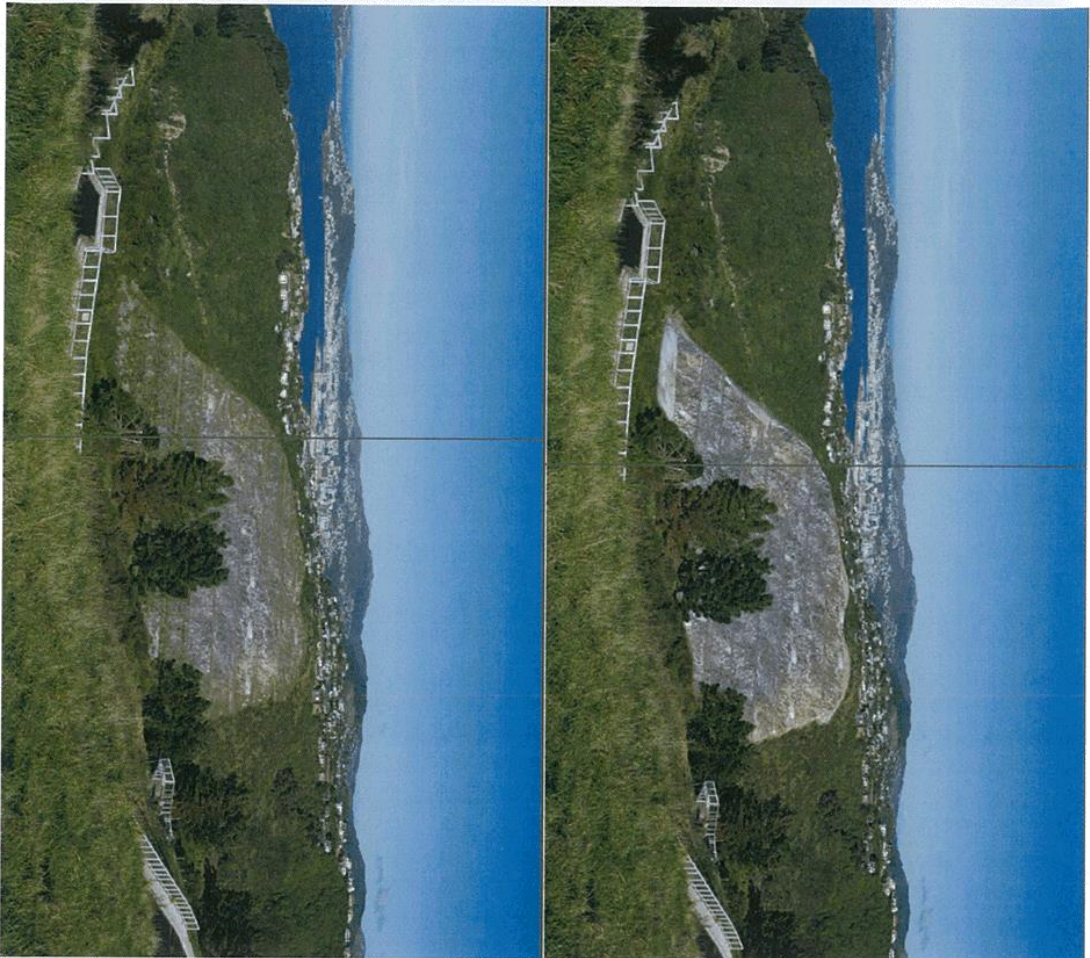
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Development
Unmitigated

Item 2.4 Attachment 6



Option 3
Medium Development
Early Mitigation
one year

Options3
Medium Development
Mitigated
15 to 20 year

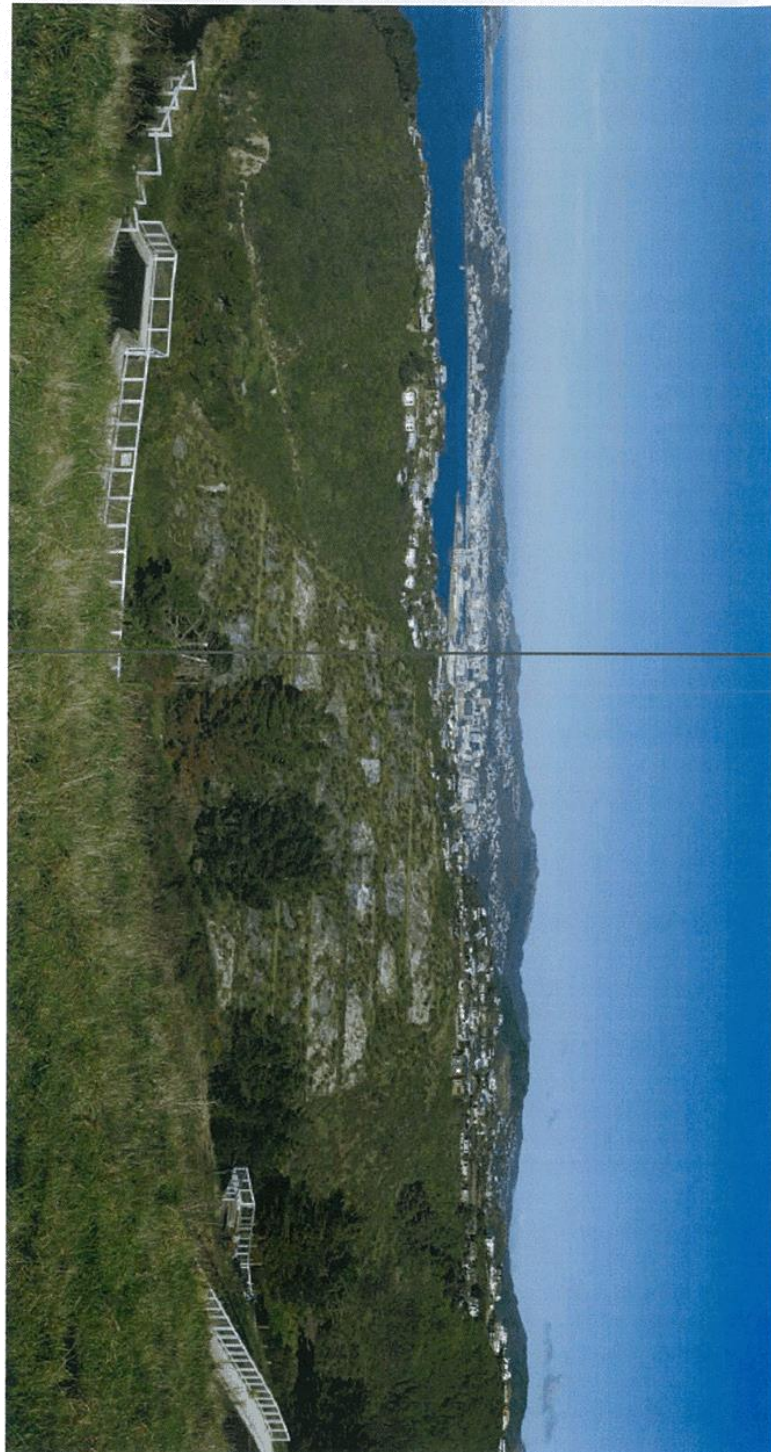


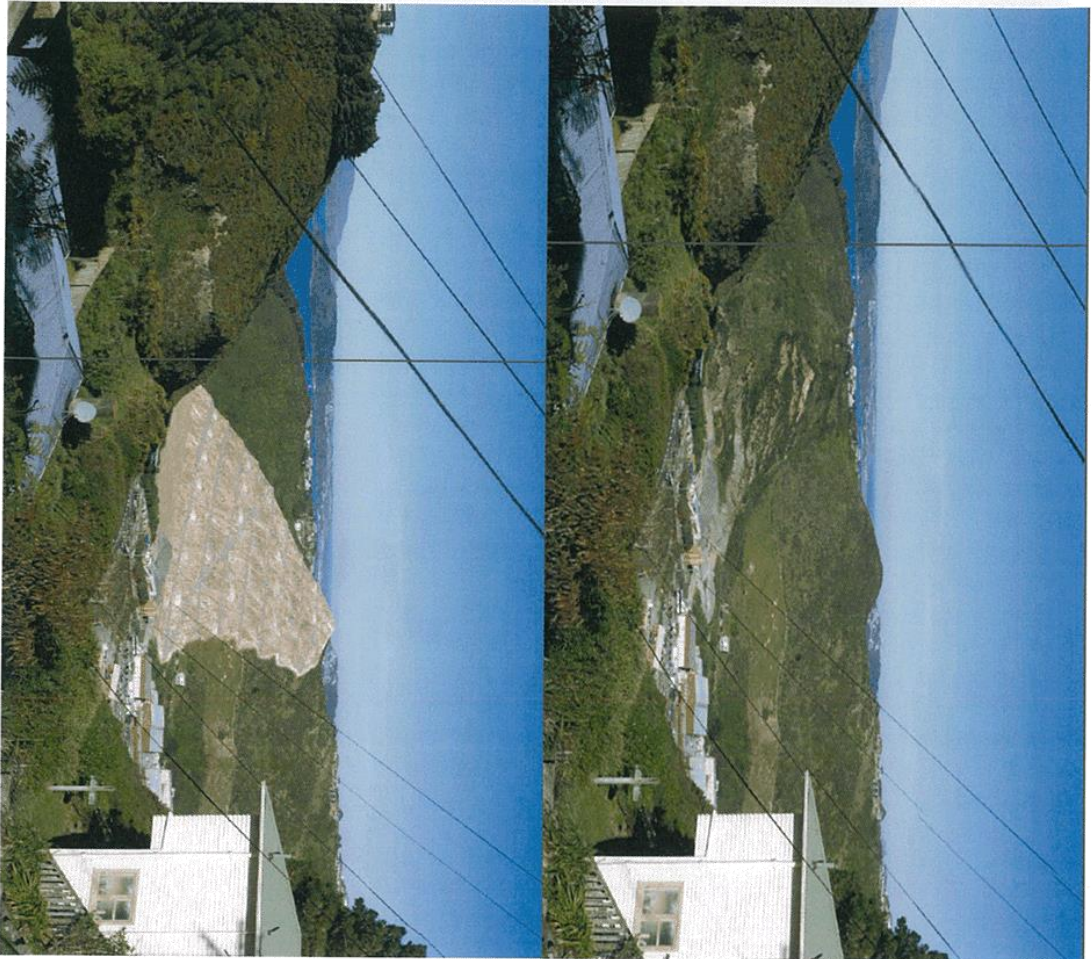
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Early Mitigation
one year

Option 4
Maximum Development
Unmitigated

Item 2.4 Attachment 6

Option 4
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Mitigated
15 to 20 years

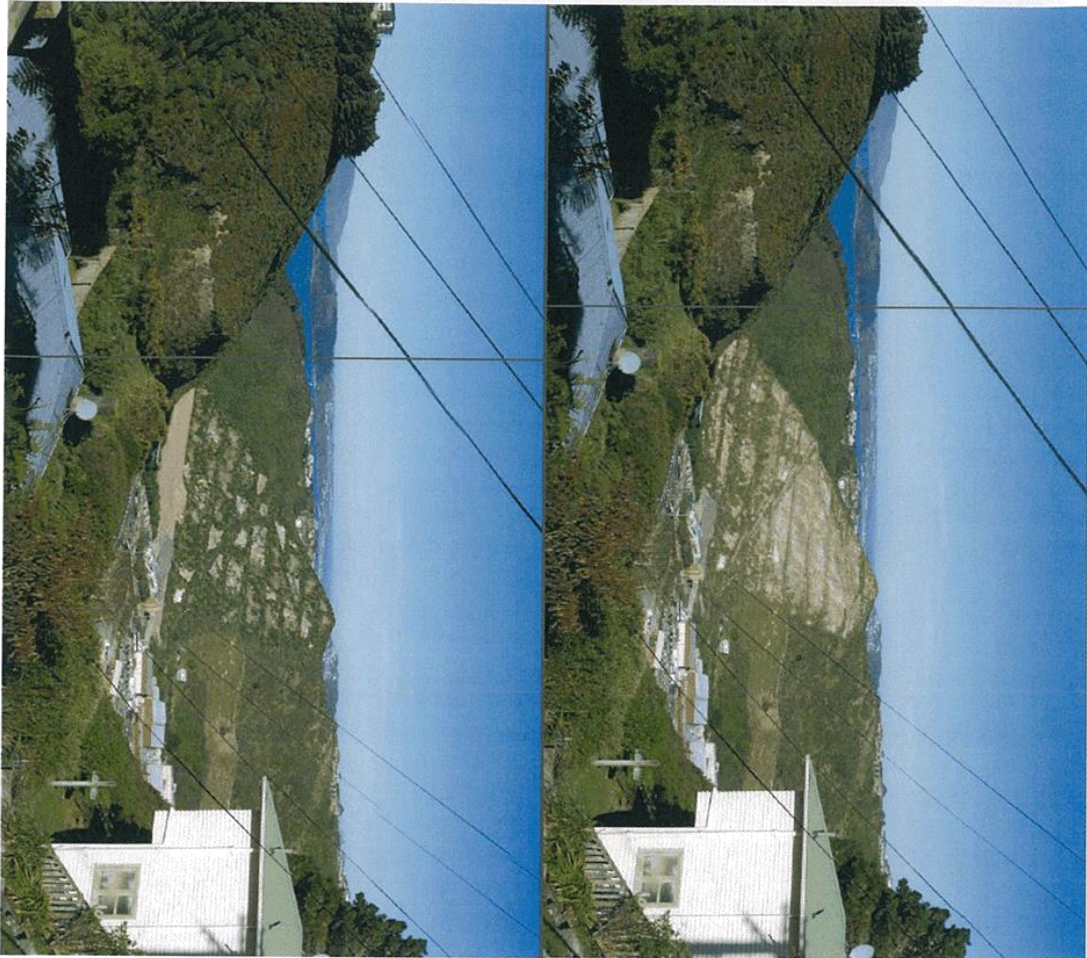




Kitchener Terrace
Johnsonville
Existing view

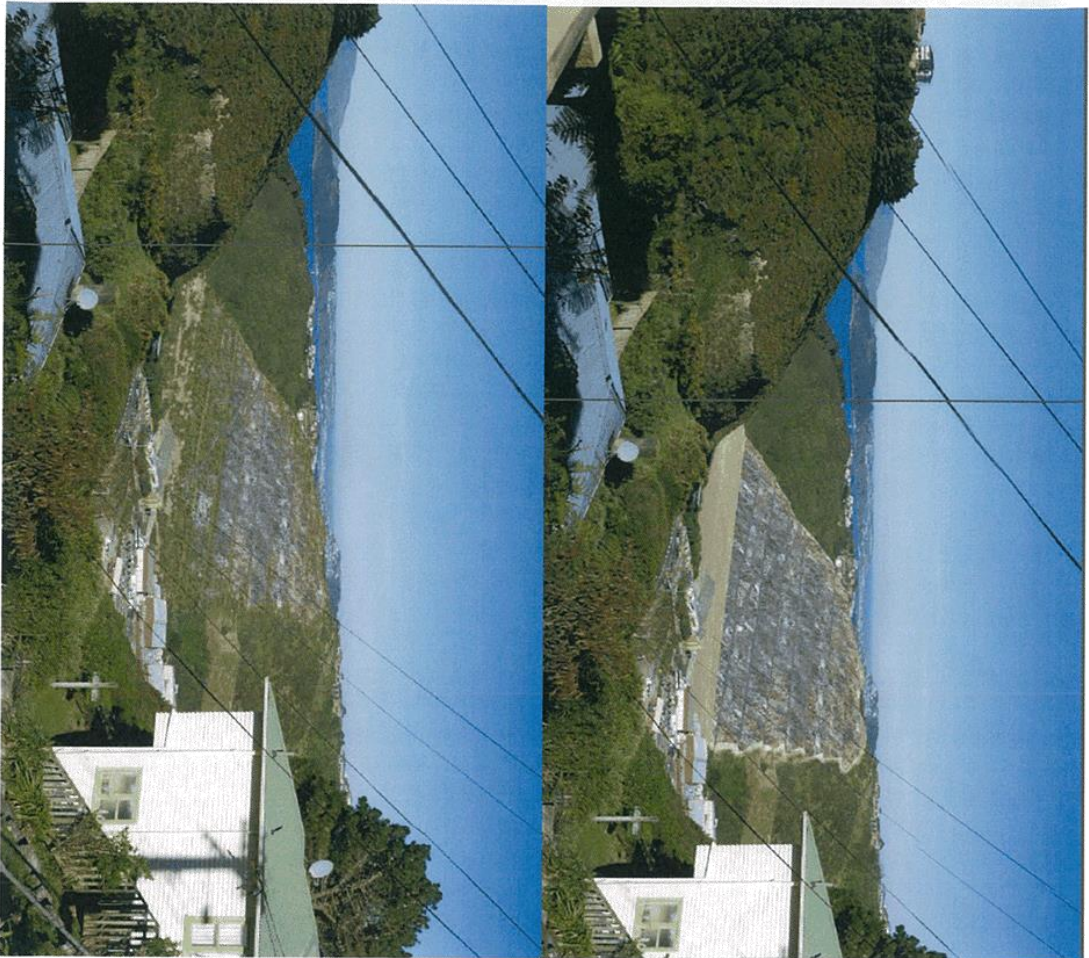
Option 3
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Unmitigated

Item 2.4 Attachment 6



Option 3
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Early Mitigation
One year

Option 3
Medium Development
Mitigated
15 to 20 years



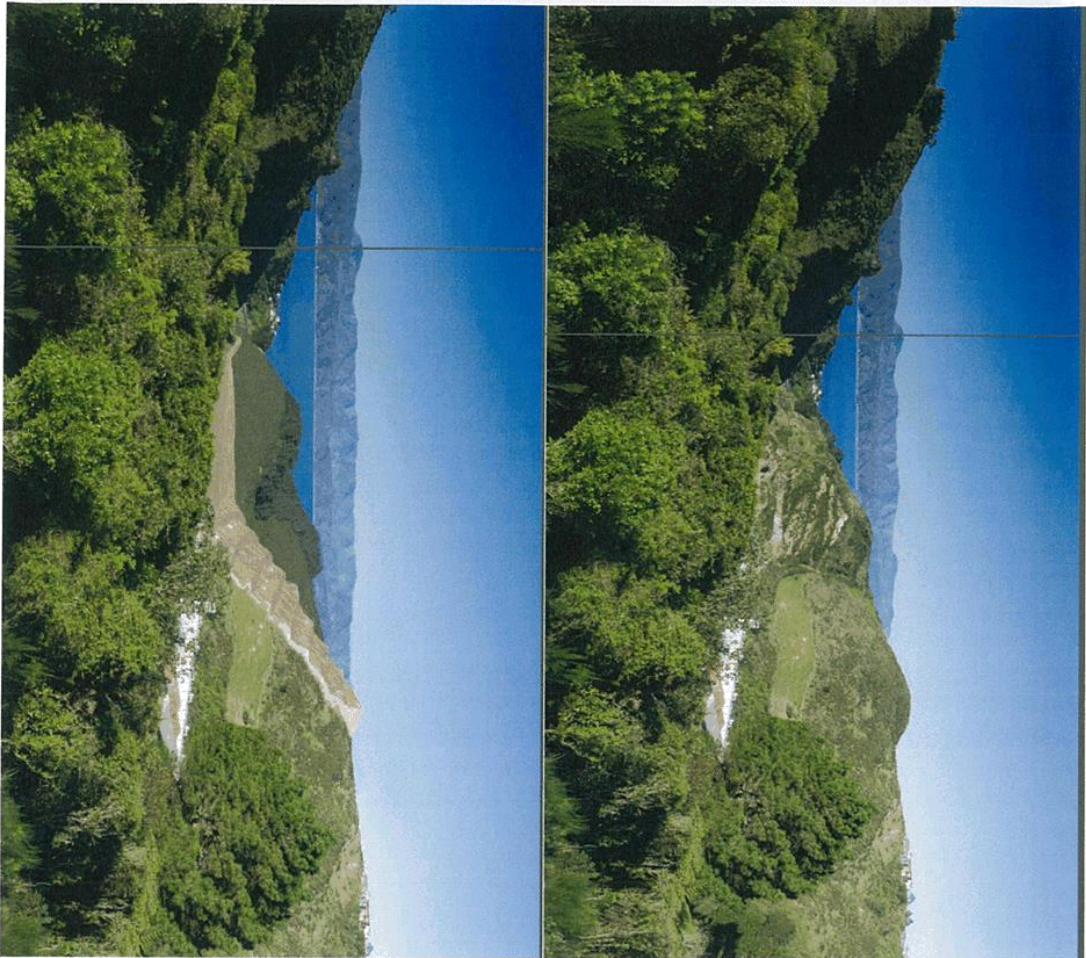
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Option 4
Maximum Development
Early Mitigation
One year

Item 2.4 Attachment 6

Option 4
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Mitigated
15 to 20 years

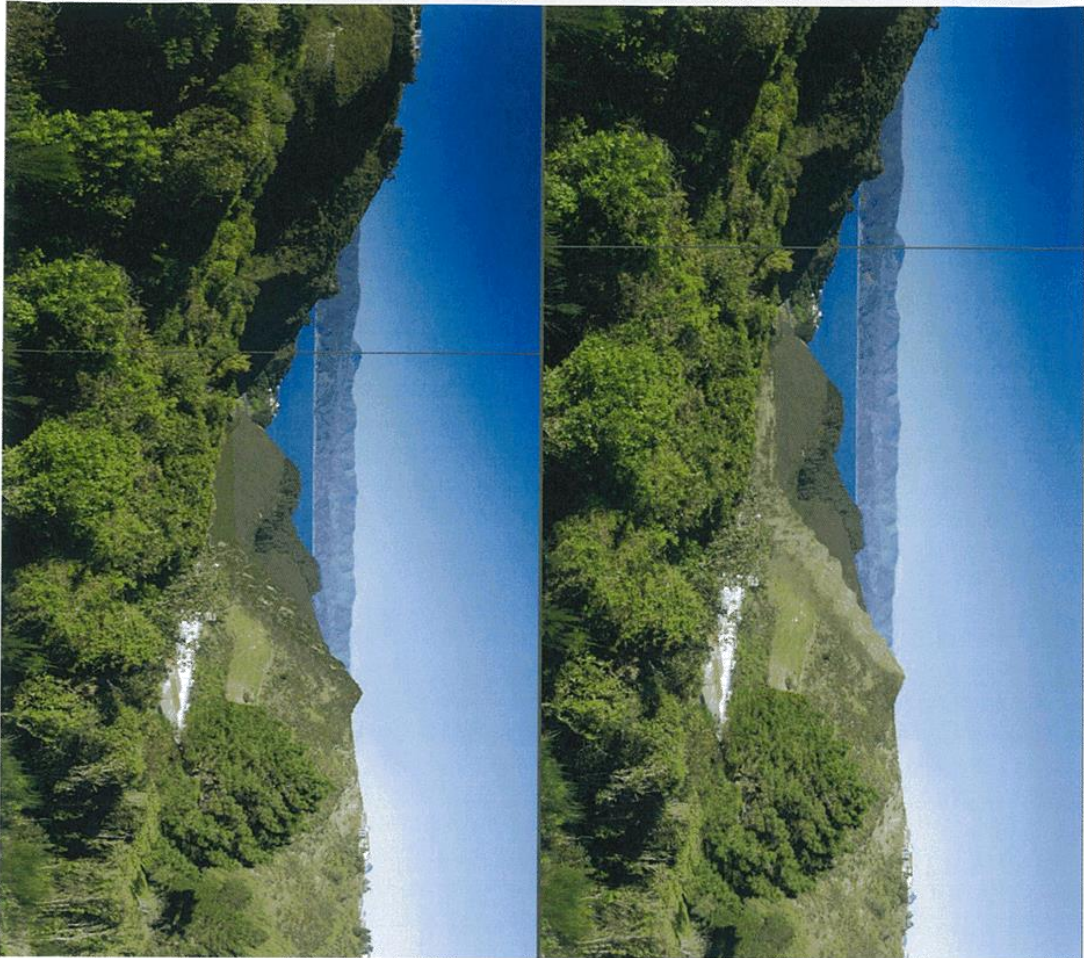




Frazer Avenue
Johnsonville
Existing view

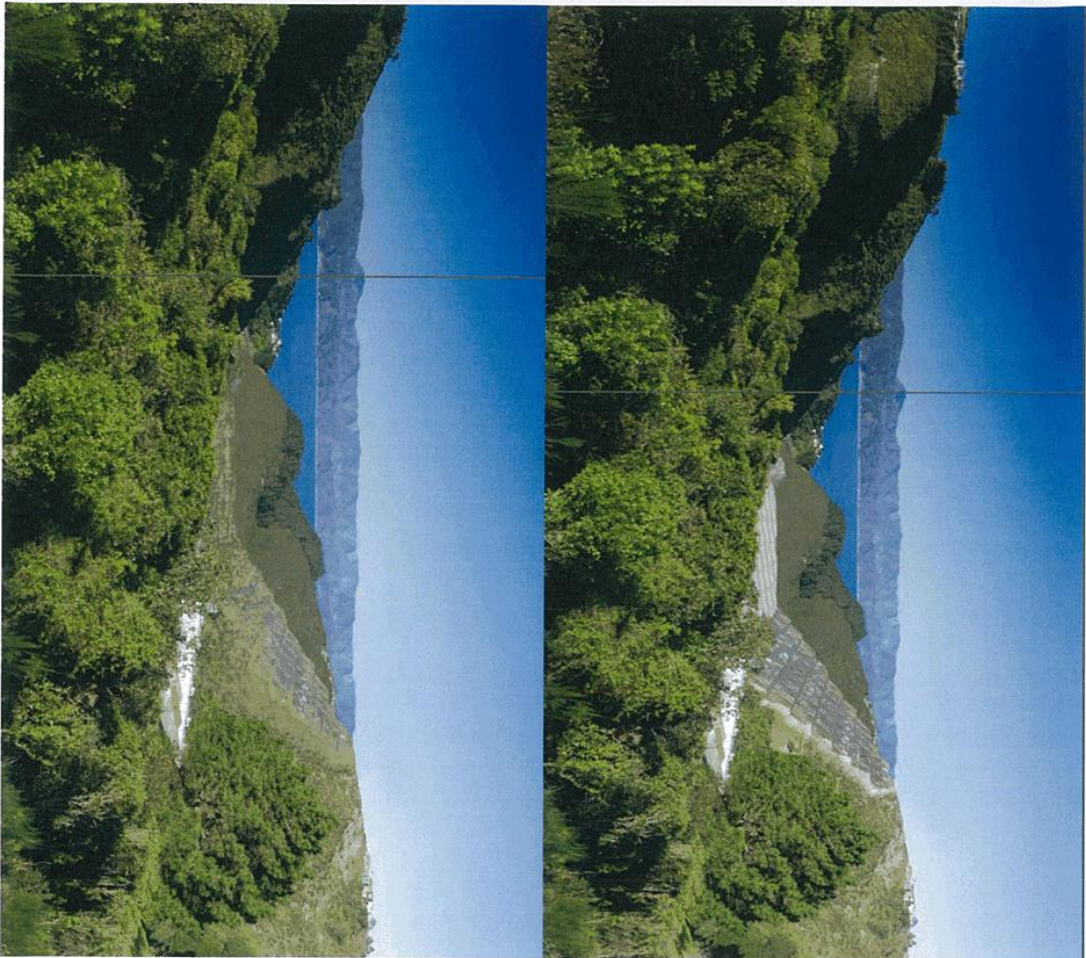
Option 3
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Item 2.4 Attachment 6



Option 3
Limited Development
Mitigated
15 to 20 years

Option 3
Limited Development
Early Mitigation
One year

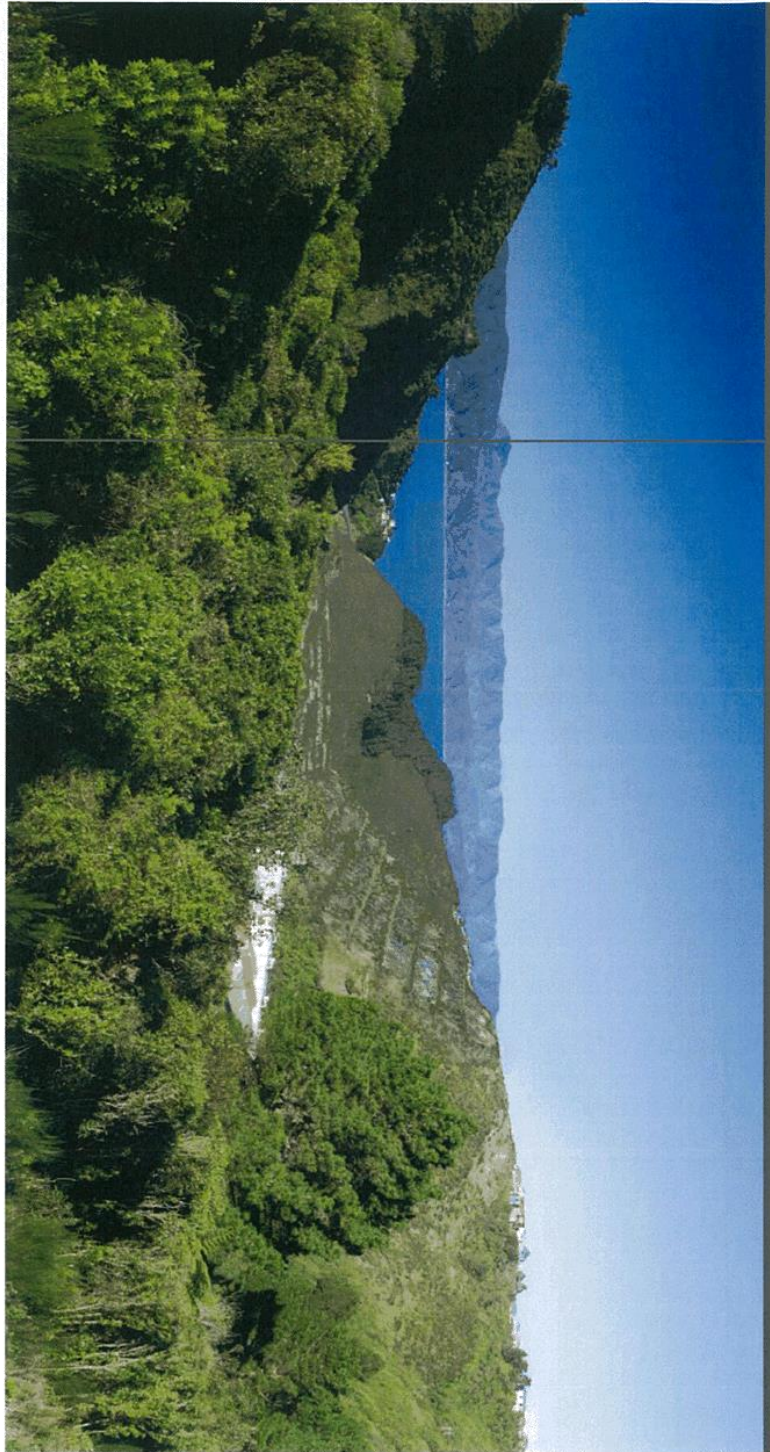


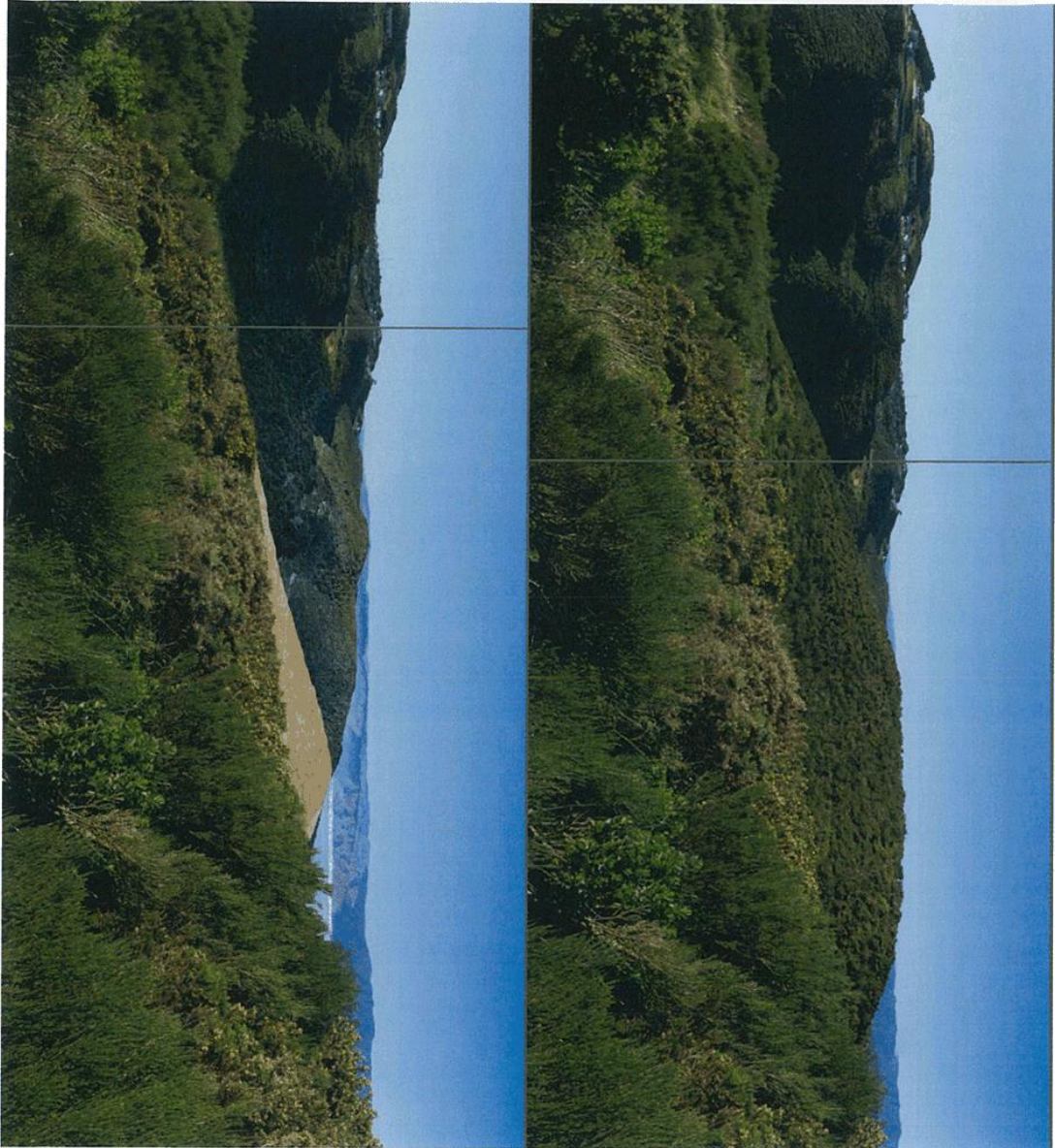
Option 4
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Early Mitigation
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Option 4
Maximum Development
Unmitigated

Item 2.4 Attachment 6

Option 4
Maximum
Development
Mitigated
15 to 20 years

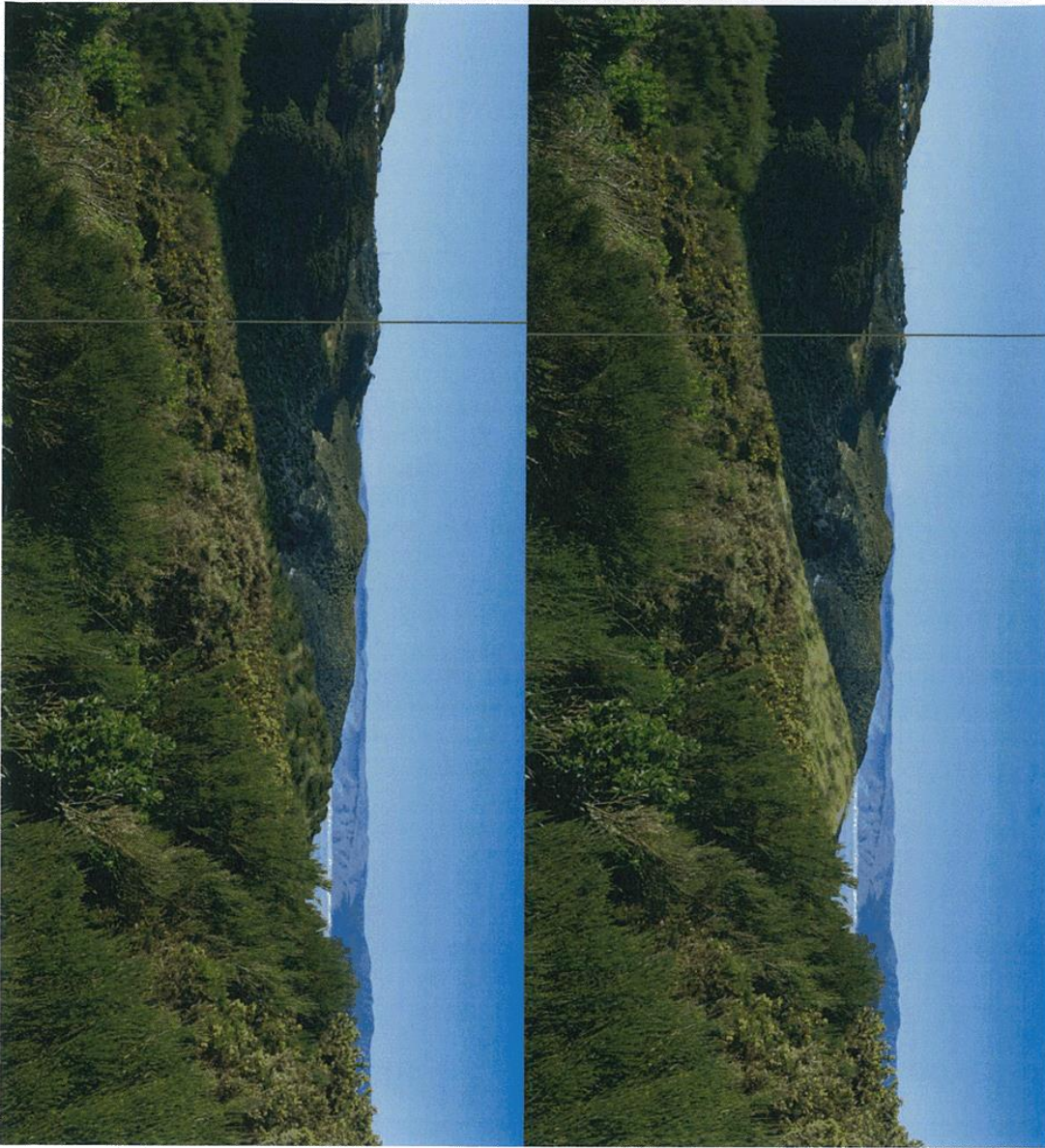




Option 3
Medium
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Unmitigated

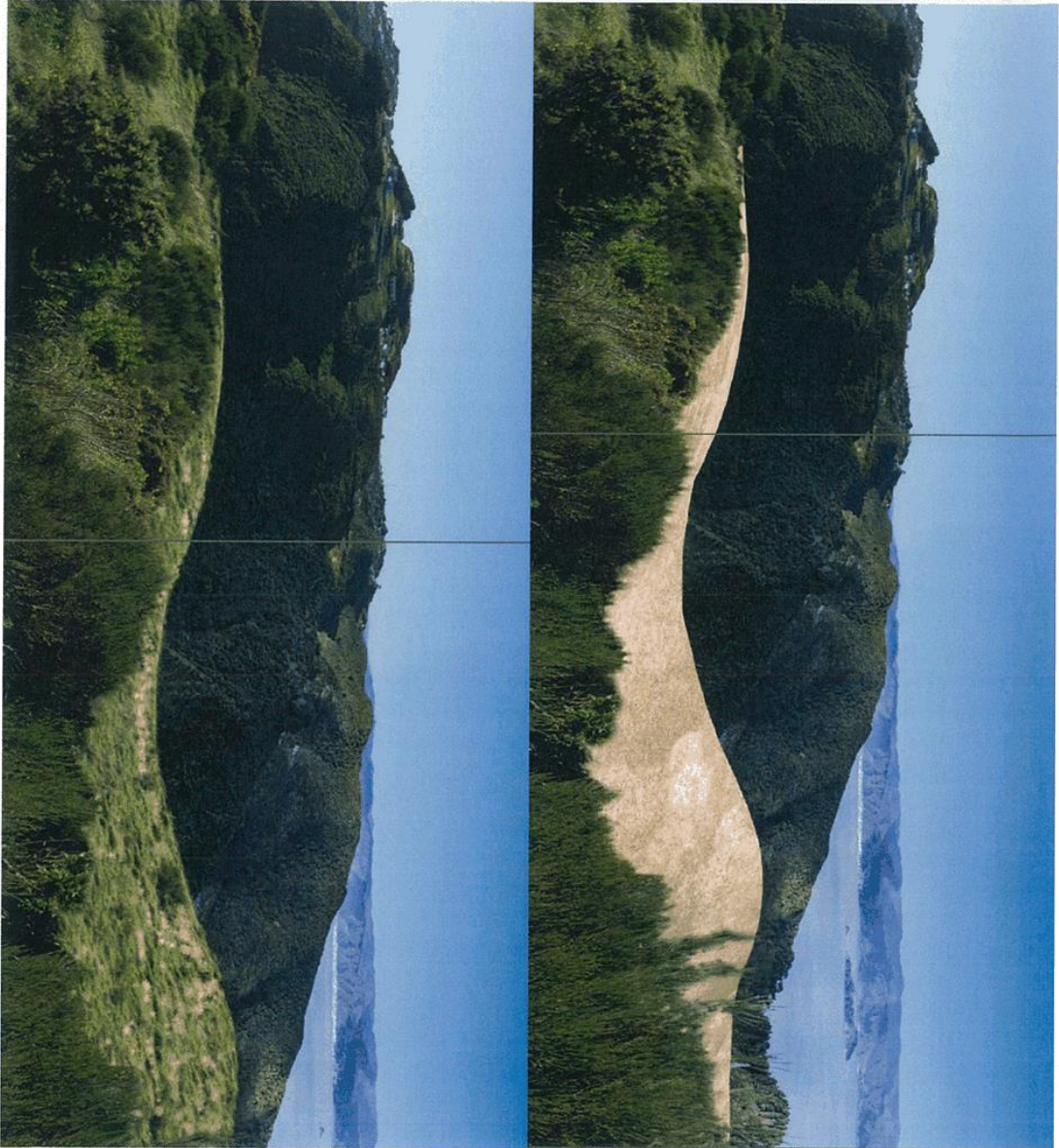
Shastri Terrace
Khandallah
Existing view

Item 2.4 Attachment 6



Option 3
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Development
Early Mitigation
One year

Option 3
Medium
Development
Mitigated
15 to 20 years

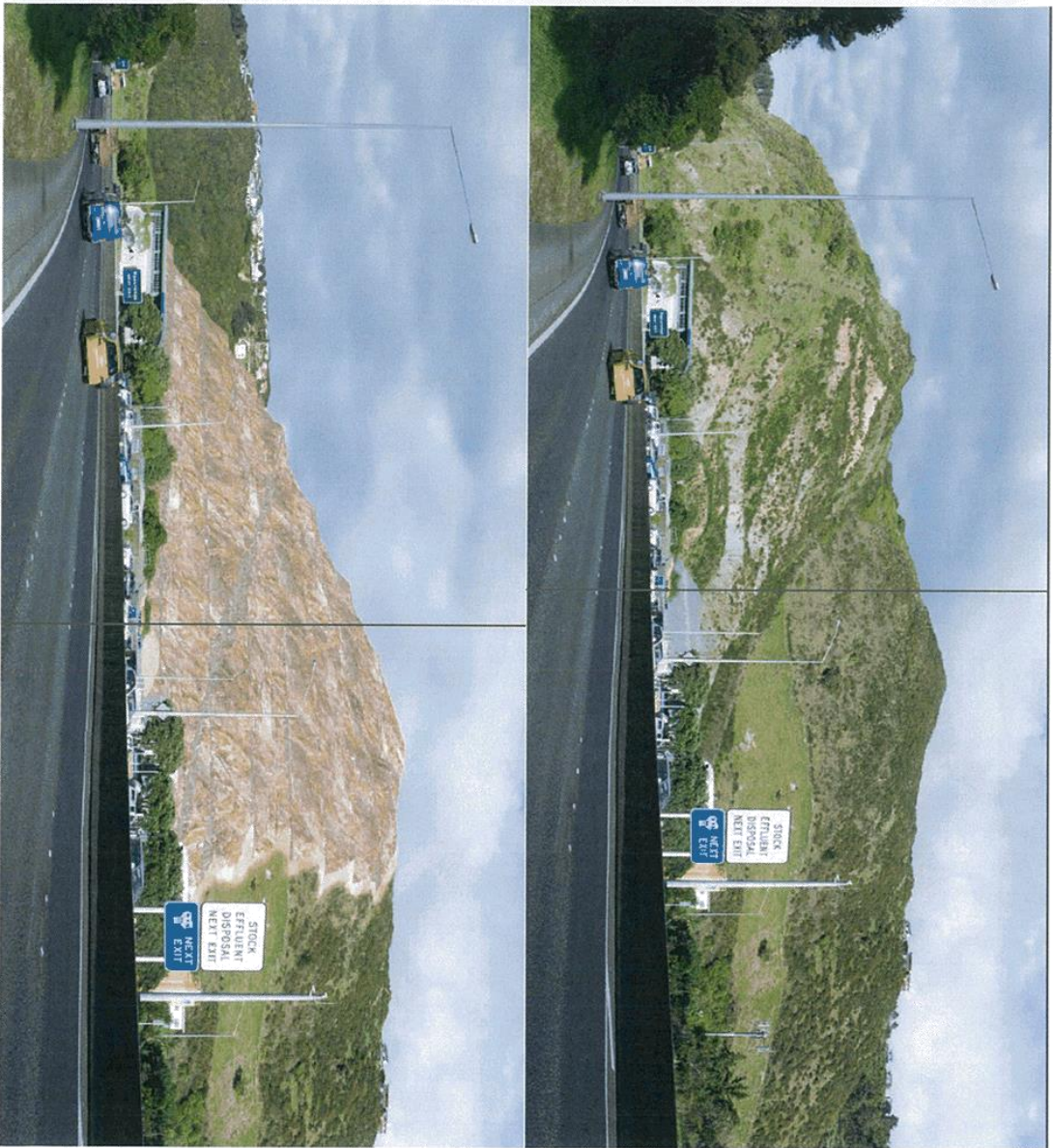


Option 4
Maximum
Development
Early Mitigation
One year

Option 4
Maximum
Development
Unmitigated

Option 4
Maximum Development
Mitigated
15 to 20 years





SH 1
Existing view

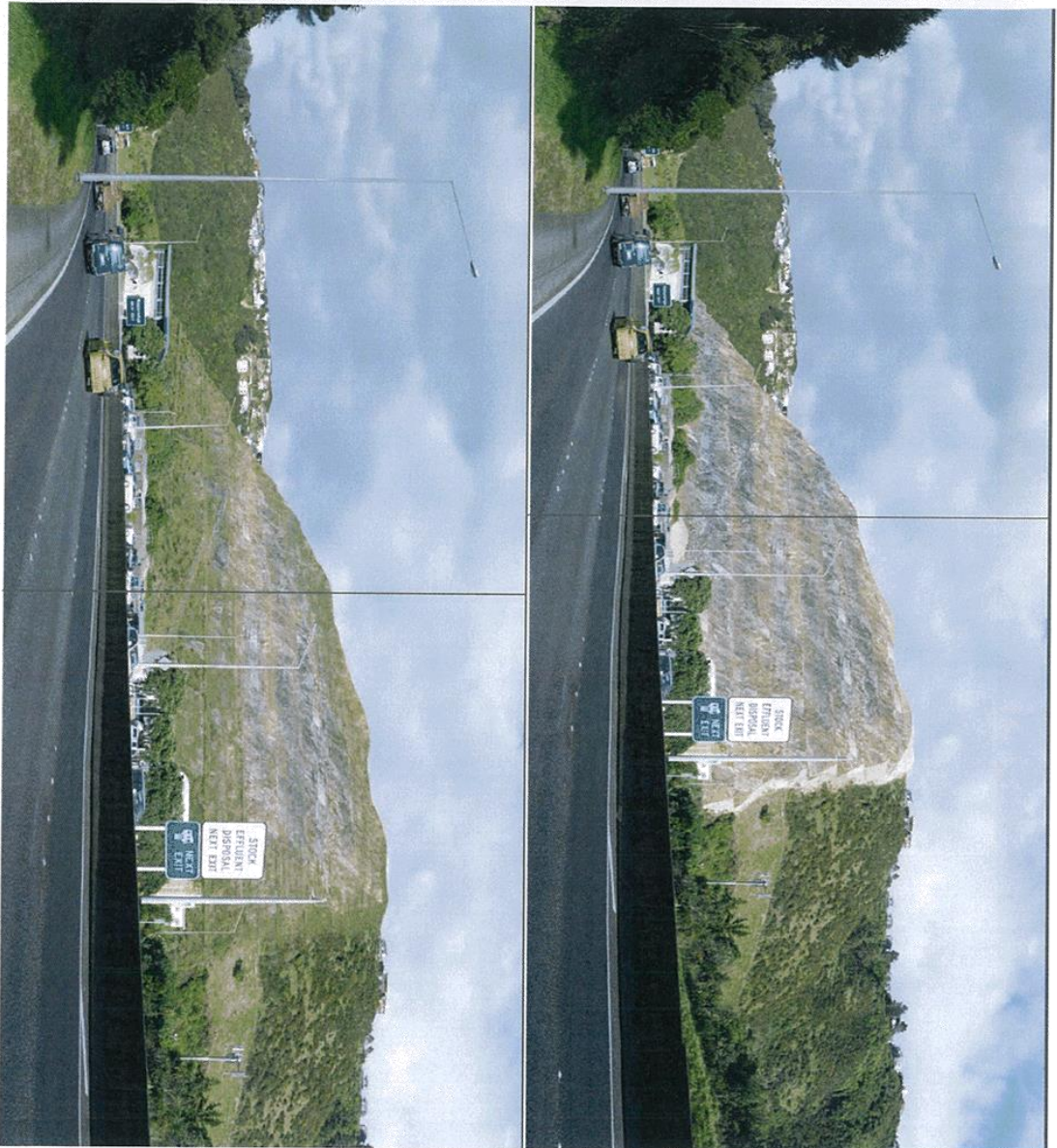
Option 3
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Development
Unmitigated

Item 2.4 Attachment 6



Option 3
Medium
Development
Mitigated
15 to 20 years

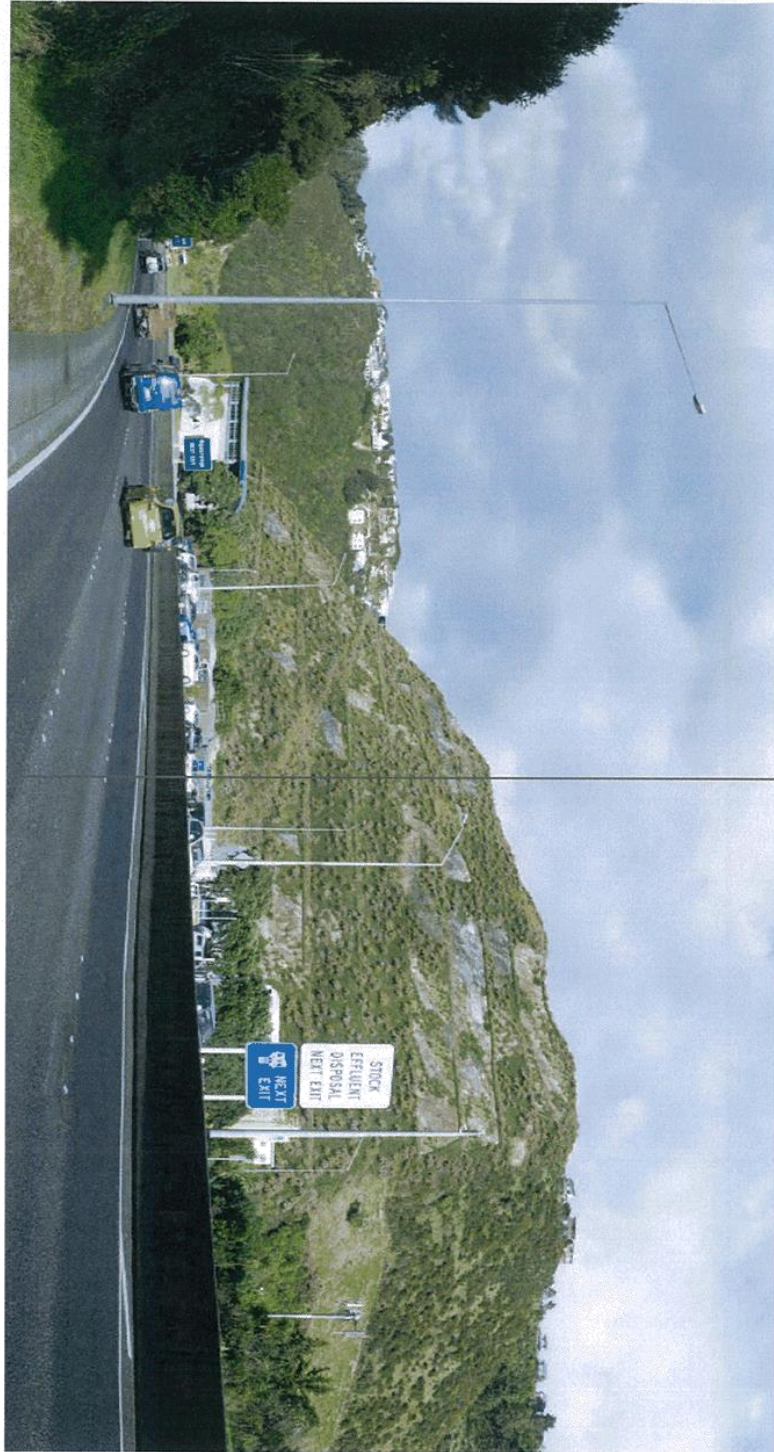
Option 3
Medium
Development
Early Mitigation
One year



Option 4
Maximum
Development
Early Mitigation
One year

Option 4
Maximum
Development
Unmitigated

Item 2.4 Attachment 6



Option 4
Maximum Development
Mitigated
15 to 20 years

Indicative operational visual amenity options



Urban Element Screening



Night Projection Opportunity of rock face



Perforated Metal Screens Examples

Kiwi Point Quarry expansion plans and subsequent District Plan change

Purpose of the consultation

To engage with the community on future options for the expansion of Kiwi Point Quarry (KPQ) in Ngauranga Gorge. Further consultation on a community agreed option and subsequent District Plan changes.

A formal District Plan change will be notified after the engagement process. We are asking the public to choose from two options available for the quarry expansion and give feedback about visual, environmental and ecological impacts and mitigations. This will help formulate the required District Plan change.

Significance and Engagement Policy

High. Recommendation is to involve the public in the process of looking at options for the quarry; visual, environmental and ecological mitigations. The opportunities to create a feature of the gateway experience at Ngauranga Gorge through art, lighting and/or planting will be explored. Feedback through engagement will inform officer's recommendations to Council.

Engagement process

Current status

This is the first opportunity for the public to have their say on the proposed expansion options. The second stage will see a formal District Plan change process. The community is yet to be engaged.

Approach to formal consultation

The focus will be on providing comprehensive information about the proposed development primarily through the Council's website, brochure, public drop-in sessions with storyboards and visuals, and social media channels. Immediate neighbours and stakeholders will be written to and invited to give their feedback.

Key stakeholder groups and iwi partners will also be offered an opportunity to discuss the proposal directly with officers. These include the Port Nicholson Block Settlement Trust, Te Rūnanga o Toa Rangatira, residents (and respective residents' associations or similar) from Khandallah, Broadmeadows, Johnsonville and Newlands, Taylor Preston, Westmount School, Ryman Healthcare (Malvina Major Retirement Village).

Planned activities

- Letter to key stakeholders advising them of the process and planned key activities.

- Engaging with key stakeholders identified in the stakeholder map through public drop-in sessions.
- Preparing online material/summary document. The web-based material will link submitters to more detailed reports around the development including traffic analysis, design guides, consent conditions and so on.
- Preparing a comprehensive list of FAQs for general dissemination and also to advise call centre staff if contacted on the issue.
- Information in all city libraries/service centres as well as other Council facilities in and around the Johnsonville, Khandallah and Newlands region.
- Running two drop-in sessions – one over a weekend the other on a weekday evening. These sessions will have a series of story boards/information on the history of the quarry, present state, proposed expansion plans, visuals of the proposed plans and mitigation reports. Council officers and quarry staff will be present to address queries.

Role of elected members (if appropriate)

All Councillors are to be invited and informed well before the meetings, and have been invited to a site meeting. Ward Councillors' role will be to advocate for their communities and the future needs of the City, and provide feedback to and from residents and businesses.

Submissions

Submissions will be received in a variety of ways including:

- electronically through the website or by email
- by mail
- feedback recorded from stakeholder meetings and drop-in sessions
- social media for informal comment.

The submissions will be analysed and a paper prepared for consideration by the Council in November 2017. Council will respond to all submitters detailing how we are taking on board their feedback or otherwise.

District Plan change

Following the engagement and submissions in stage 1, the District Plan change process will be followed:

- Preparation of draft plan change and evaluation report under s32 of the RMA. s32 of the RMA requires significant detail in terms of both the need for the proposed change but also the associated and proposed mitigation measures, to ensure impacts are appropriately managed.
- Public notification of draft plan change.
- Submissions period, hearing, and recommendation.
- Committee decision.
- Plan change becomes operative.