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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9.30am  
**Date:** Thursday, 8 March 2018  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Lester  
Councillor Calvert  
Councillor Calvi-Freeman  
Councillor Dawson  
Councillor Day  
Councillor Fitzsimons  
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](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The 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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**TABLE OF CONTENTS**  
**8 MARCH 2018**

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<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Apologies</b>	<b>5</b>
<b>1.2 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.3 Confirmation of Minutes</b>	<b>5</b>
<b>1.4 Public Participation</b>	<b>5</b>
<b>1.5 Items not on the Agenda</b>	<b>5</b>
<b>2. Monitoring</b>	
<b>2.1 Quarter two report 2017/18</b>	
The report was not available at the time the agenda went to print, and will be circulated separately.	
<b>3. Operational</b>	<b>7</b>
<b>3.1 Kilbirnie Cycleways</b>	
Presented by: Cr Free	<b>7</b>
<b>3.2 Evans Bay Cycleway</b>	
Presented by: Cr Free	<b>59</b>
<b>3.3 The Forward Programme 2018</b>	
Presented by: Deputy Mayor Day	<b>95</b>
<b>3.4 Report back on elected member travel</b>	
Presented by: Mayor Lester	<b>101</b>





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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 22 February 2018 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.

The following public participants have been approved by the Chair

<b>NAME</b>	<b>SUBJECT</b>
Chris Horne	Zipline Southern Landfill Proposal
Arie Moore and Matt Flannery	Lyall Bay Surf Lifesaving Club
Phil Smith	Kilbirnie Cycleway Programme

### 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.



### 3. Operational

## KILBIRNIE CYCLEWAYS

### Purpose

1. This report outlines the recommended amendments to the Wellington City Council traffic restrictions in the wider Kilbirnie area to facilitate cycleway connections to, from and through the suburb. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

### Summary

2. Improvements for people on bikes in Kilbirnie and the connection to Newtown have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$6 million to the development of a safe cycleway in this corridor in the 2015-2019 LTP period. The \$6 million investment will receive a subsidy from central government and direct investment of \$4 million.
3. Public feedback has previously prioritised the routes through Kilbirnie as these provide critical connections between Miramar, Newtown and Evans Bay Parade.

The proposed improvements will include comprehensive upgrades to the cycling facilities with protected and separated bike facilities on high volume roads and improved on-road facilities on low-volume roads. The sizes and types of facilities will provide for future growth. 5. A community working group developed options for 11 routes; progress on some of these routes has been deferred for now.

6. Consultation was undertaken on seven routes with the traffic resolutions advertised in November / December 2017.
7. Feedback was sought from submitters on whether they supported the overall schemes and how important it was to connect the facility with the city-wide cycling network. A summary of the results were as follows:

Street	No. of Submissions	Yes	Yes with changes	No	Important part of network*	Recommend to Proceed
Constable Street and Crawford Road	235	37%	16%	47%	53%	YES (with changes)
Coutts Street	53	45%	24%	31%	69%	YES
Rongotai Road	70	49%	26%	25%	72%	YES
Te Whiti Street	24	50%	42%	8%	83%	YES
Tirangi Road	39	59%	23%	18%	84%	YES
Wilson Street	76	42%	32%	26%	67%	NO
Yule Street	39	31%	28%	41%	51%	NO

\*answered **Very important** or **Important**

8. Crawford Road - Several meetings were attended by Council officers with concerned residents and users of Crawford Road. It is recommended that parking amendments be made in two areas, first to the section of Crawford Road north of Childers Terrace and adjacent to the tennis club to address some of these concerns.
9. There was some concern to the proposal to install an additional pedestrian crossing on Crawford Road near Naughton Terrace. The questionnaire included in the following questionnaire.

*Do you support the proposed pedestrian crossing on Crawford Road?*

- 221 responses were received.
  - Yes - 70%
  - Yes with changes - 5%
  - No - 25%.

It is recommended to install the pedestrian crossing.

10. Wilson Street – The proposed contraflow lane on the one way section of Wilson Street was not well supported and officers do not recommend proceeding with this proposal at this time. Sharrows are proposed in the rest of Wilson Street which can proceed without the need for a Council traffic resolution.
11. Yule Street – The proposed on-road cycle lanes on Yule Street were not well supported if changes are not made. Yule Street is narrow and improved cycle facilities cannot be implemented cost-effectively without significant parking removal. It is recommended the narrow on-road traffic-side cycle lanes are not implemented.
12. The proposals for the other roads are being recommended for approval as advertised with only minor design changes.

## **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.
2. Agree to the proposed cycling facilities and associated changes on Coutts Street, Rongotai Road, Te Whiti Street, Tirangi Road modified facilities on Constable Street and Crawford Street.
3. Agree not to proceed at this time to include Wilson and Yule streets.
4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

**Reference Number:** TR167-17

**Location:** Constable Street, Newtown

**Proposal:** Constable Street Cycleway Improvements

**Legal Description:**

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

<b>Constable Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 32 metres east of its intersection with Coromandel Street (Grid Coordinates x=400880m, 798724m) and extending in an easterly direction following the northern kerbline for 61 metres.</i>
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*Add to Schedule I (Cycleways) of the Traffic Restrictions Schedule*

<b>Constable Street</b>	<i>Cycle Path</i>	<i>North side, commencing at the intersection with Coromandel Street (Grid Coordinates x=400848m, 798726m) and extending in an easterly direction following the northern kerb line for 21 metres.</i>
<b>Constable Street</b>	<i>Cycle Lane</i>	<i>North side, commencing 27 metres east of its intersection with Coromandel Street (Grid Coordinates x=400876m, y=798724m) and extending in an easterly direction following the northern kerbline for 88 metres.</i>

**Reference Number:** TR168-17

**Location:** Crawford Road, Newtown

**Proposal:** Crawford Road Cycleway Improvements

**Legal Description:**

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

<b>Crawford Road</b>	<i>Bus stop – At All Times</i>	<i>East side commencing 25 metres from its intersection with Childers Terrace and extending in a northerly direction for 23 metres.</i>
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*Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 223 metres south of its intersection with Naughton Terrace and extending in a southerly direction following the eastern kerbline to its intersection with Childers Terrace.</i>
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<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 32 metres from its intersection with Duncan Terrace and extending in an easterly direction following the southern kerbline to its intersection with Naughton Terrace</i>
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<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Duncan Terrace and extending in a westerly direction following the southern kerbline for 6.5 metres.</i>
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<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Naughton Terrace and extending in an easterly direction following the southern kerbline for 7 metres.</i>
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*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Crawford Road</b>	<i>Bus stop – At All Times</i>	<i>South side, commencing 35m west of the intersection with Duncan Terrace (Grid Coordinates x = 401213m, y = 798349m) and extending in a westerly direction following the southern kerb line for 23 metres.</i>
<b>Crawford Road</b>	<i>Bus stop – At All Times</i>	<i>East side, commencing 39m north of the intersection with Childers Terrace (Grid Coordinates x = 401432m, y = 798222m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
<b>Crawford Road</b>	<i>Loading Zone</i>	<i>West side, commencing 29m south of the intersection with Naughton Terrace (Grid Coordinates x = 401332m, y = 798332m) and extending in a southerly direction following the western kerb line for 15 metres.</i>

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

<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing at the intersection with Alexandra Road (Grid Coordinates x = 400969m, y = 798717m) and extending in a easterly direction following the southern kerb line for 171 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 47.5 metres south of its intersection with Wellington Road (Grid Coordinates x = 4010965m, y = 798616.m) and extending in a southerly direction following the western kerb line for 345 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 17 metres east of its intersection with Duncan Terrace (Grid Coordinates x = 401266m, y = 798360m) and extending in a easterly direction following the southern kerb line for 30 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing at the intersection with Naughton Terrace (Grid Coordinates x = 401315m, y = 798356m) and extending in a southerly direction following the western</i>

*kerb line for 29 metres.*

<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 45 metres south of its intersection with Naughton Terrace (Grid Coordinates x = 401342m, y = 798321m) and extending in a southerly direction following the western kerb line for 6.5 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 59 metres south of its intersection with Naughton Terrace (Grid Coordinates x = 401351m, y = 798309m) and extending in a southerly direction following the western kerb line for 12.5 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 89.5 metres north of its intersection with Childers Terrace (Grid Coordinates x = 401417m, y = 798250m) and extending in a southerly direction following the western kerb line for 72.5 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 42 metres east of its intersection with Naughton Terrace (Grid Coordinates x = 401347m, y = 798329m) and extending in a southerly direction following the eastern kerb line for 10 metres.</i>
<b>Crawford Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 58 metres east of its intersection with Naughton Terrace (Grid Coordinates x = 401354m, y = 798318m) and extending in an easterly direction following the northern kerb line for 81 metres.</i>

*Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule*

<b>Crawford Road</b>	<i>Pedestrian Crossing</i>	<i>Commencing 50.5m south of the intersection with Naughton Terrace (Grid Coordinates x = 401346m, y = 798316m) and extending in an easterly direction across Crawford Road for 8 metres.</i>
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*Add to Schedule I (Cycleways) of the Traffic Restrictions Schedule*

<b>Crawford Road</b>	<i>Cycle Lane</i>	<i>South side, commencing at the</i>
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<b>Crawford Road</b>	<i>Cycle Path</i>	<p><i>intersection with Alexandra Road (Grid Coordinates x = 400969m, y = 798714m) and extending in an easterly direction following the southern kerb line for 158 metres.</i></p> <p><i>West side, commencing 55.5 metres south of its intersection with Wellington Road (Grid Coordinates X = 401088m, y = 798634m) and extending in a southerly direction following the western kerb line for 30 metres.</i></p>
<b>Crawford Road</b>	<i>Cycle Lane</i>	<p><i>West side, commencing 85.5 metres south of its intersection with Wellington Road (Grid Coordinates x = 401097m, y = 798607) and extending in a southerly direction following the western kerb line for 475 metres.</i></p> <p><i>West side, commencing 363.5 metres south of its intersection with Wellington Road (Grid Coordinates x = 401201m, y = 798353m) and extending in a southerly direction following the western kerb line for 67 metres.</i></p>
<b>Crawford Road</b>	<i>Cycle Path</i>	<p><i>South side, commencing 4 metres east of its intersection with Duncan Terrace (Grid Coordinates x = 401267m, y = 798358m) and extending in an easterly direction following the southern kerb line for 30 metres.</i></p> <p><i>West side, commencing at the intersection with Naughton Terrace (Grid Coordinates x = 401313m, y = 798354m) and extending in a southerly direction following the western kerb line for 220 metres.</i></p>
<b>Crawford Road</b>	<i>Cycle Lane</i>	
<b>Crawford Road</b>	<i>Cycle Lane</i>	

**Reference Number:** TR172-17

**Location:** Coutts Street, Kilbirnie

**Proposal:** Coutts Street Cycleway Improvements

**Legal Description:**

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

<b>Coutts Street</b>	<i>Bus Stop – At All Times</i>	<i>North side, commencing 33.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the northern kerbline for 12 metres</i>
<b>Coutts Street</b>	<i>Bus Stop – At All Times</i>	<i>North side, commencing 65.5 metres east of its intersection with Tirangi Road extending in an easterly direction following the northern kerbline for 12 metres.</i>
<b>Coutts Street</b>	<i>Bus Stop – At All Times</i>	<i>North side, commencing from its intersection with Te Whiti Street and extending in a westerly direction following the northern kerbline for 11 metres.</i>
<b>Coutts Street</b>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 415.5 metres west of its intersection with Tirangi Road extending in a westerly direction following the southern kerbline for 12 metres.</i>

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

<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in an easterly direction following the northern kerbline for 8.5 metres</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Ross Street and extending in a westerly direction following the northern kerbline for 6 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At Times</i>	<i>South side, commencing 248.5 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 19 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 274 metres south of its intersection</i>

<b>Coutts Street</b>	<i>No Stopping – At Times</i>	<i>with Tirangi Road extending in a westerly direction following the southern kerbline for 17 metres South side, commencing 72 metres east from its intersection with Bridge Street extending in an easterly direction for 8 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Tirangi Road and extending in westerly direction following the southern kerbline for 15.5 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Tirangi Road and extending in easterly direction following the southern kerbline for 9 metres</i>

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

<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 4 metres east of its intersection with Salek Street (Grid Coordinates x = 402077m, y = 797767m) and extending in an easterly direction following the northern kerbline for 4 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 20 metres east of its intersection with Salek Street (Grid Coordinates x = 402091m, y = 797766m) and extending in an easterly direction following the northern kerbline for 4.5 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 37 metres east of its intersection with Salek Street (Grid Coordinates x = 402107m, y = 797759m) and extending in an easterly direction following the northern kerbline for 9 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 49 metres east of its intersection with Salek Street (Grid Coordinates x = 402116m, y = 797752m) and extending in an easterly direction following the northern kerbline for 4 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At Times</i>	<i>East side, commencing 10 metres south of its intersection with Mamari Street (Grid Coordinates x= 402132m, y = 797734m) and extending in an</i>

<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>easterly direction following the northern kerbline for 43 metres. North side, commencing 32 metres west of its intersection with Tirangi Road (Grid Coordinates x = 402272m, y = 797547m) and extending in an easterly direction following the northern kerbline for 5.5 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 12 metres west of its intersection with Tirangi Road (Grid Coordinates x = 402289m, y = 797539m) and extending in an easterly direction following the northern kerbline for 5 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 16 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402325m, y = 797515m) and extending in an easterly direction following the northern kerbline for 7.5 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 17 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402325m, y = 797513m) and extending in an easterly direction following the northern kerbline for 8 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 61 metres east of its intersection with Bridge Street (Grid Coordinates x = 402543m, y = 797433m) and extending in an easterly direction following the northern kerbline for 35 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing at its intersection with Te Whiti Street (Grid Coordinates x = 401978m, y = 797785) and extending in an easterly direction following the southern kerbline for 7 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 19 metres east of its intersection with Salek Street (Grid Coordinates x = 402089m, y = 797756m) and extending in an easterly direction following the southern kerbline for 20 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 45 metres east of its intersection with Salek Street (Grid</i>

<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>Coordinates x = 402111m, y = 797744m) and extending in an easterly direction following the southern kerbline for 17 metres. West side, commencing 16 metres south of its intersection with Mamari Street (Grid Coordinates x = 402128m, y = 797723m) and extending in a southerly direction following the west kerbline for 18 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 49 metres east of its intersection with Mamari Street (Grid Coordinates x = 402146m, y = 797695m) and extending in an easterly direction following the southern kerbline for 7 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 25 metres west of its intersection with Tirangi Road (Grid Coordinates x = 402270m, y = 797537m) and extending in an easterly direction following the southern kerbline for 7 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 12 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402315m, y = 797506m) and extending in an easterly direction following the southern kerbline for 13 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 13 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402315m, y = 797506m) and extending in an easterly direction following the southern kerbline for 15 metres.</i>
<b>Coutts Street</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 85 metres east of its intersection with Bridge Street (Grid Coordinates x = 402643m, y = 797415m) and extending in an easterly direction following the northern kerbline for 11.5 metres.</i>

*Add to Schedule I (Cycleways) of the Traffic Restrictions Schedule*

<b>Coutts Street</b>	<b>Cycle Path</b>	<i>North side, commencing 18.5 metres east of its intersection with Te Whiti Street (Grid Coordinates x = 401993m, y =</i>
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<b>Coutts Street</b>	<i>Cycle Path</i>	<i>717794m) and extending in an easterly direction following the northern kerbline for 56 metres. North side, commencing 12 metres east of its intersection with Salek Street (Grid Coordinates x = 402074m, y = 797773m) and extending in an easterly direction following the northern kerbline for 52 metres. North side, commencing 12 metres east of its intersection with Mamari Street (Grid Coordinates x = 402133m, y = 797736m) and extending in an easterly direction following the northern kerbline for 233 metres.</i>
<b>Coutts Street</b>	<i>Cycle Path</i>	<i>North side, commencing 35 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402404m, y = 797464) and extending in an easterly direction following the northern kerbline for 55 metres. North side, commencing 10 metres east of its intersection with Bridges Street (Grid Coordinates x = 402337m, y = 797508m) and extending in an easterly direction following the northern kerbline for 8 metres. South side, commencing 41.5 metres east of its intersection with Te Whiti Street (Grid Coordinates x = 402018m, y = 797773m) and extending in an easterly direction following the southern kerbline for 344 metres.</i>
<b>Coutts Street</b>	<i>Cycle Lane</i>	<i>South side, commencing 43 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402335m, y = 797493m) and extending in an easterly direction following the southern kerbline for 93 metres.</i>



**Reference Number:** TR169-17

**Location:** Rongotai Road, Kilbirnie

**Proposal:** Rongotai Road Cycleway Improvements

**Legal Description:**

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

<b>Rongotai Road</b>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 52 metres east of its intersection with Mahora Street and extending in an easterly direction following the southern kerbline for 12 metres</i>
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*Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 358 metres east of its intersection with Tacy Street and extending in an easterly direction following the northern kerbline for 19.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Tacy Street and extending in a westerly direction following the northern kerbline for 54.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Tacy Street and extending in an easterly direction following the northern kerbline for 23.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side commencing 72 metres east of its intersection with yule street and extending in an easterly direction for 6 metres</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 2.5 metres east of its intersection with Onepu Road and extending in an easterly direction following the southern kerbline for 42 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 71.5 metres east of its intersection with Ross Street and extending in an easterly direction following</i>

		<i>the southern kerbline for 5.5 metres to its intersection with Yule Street.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 80 metres east of its intersection with Onepu Road and extending in an easterly direction following the southern kerbline for 2 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 82 metres east of its intersection with Mahora Street and extending in an easterly direction following the southern kerbline for 6.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 85.5 metres east of its intersection with Onepu Road and extending in an easterly direction following the southern kerbline for 2 metres to its intersection with Mahora Street.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Mahora Street and extending in an easterly direction following the southern kerbline for 13 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Ross Street and extending in an easterly direction following the southern kerbline for 5.5 metres</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Yule Street and extending in an easterly direction following the southern kerbline for 8 metres</i>

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

<b>Rongotai Road</b>	<i>Bus Stop</i>	<i>South side, commencing 35 metres east of its intersection with Mahora Street (Grid Coordinates x = 401804m, y = 798068m) and extending in an easterly direction following the</i>
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southern kerbline for 11 metres

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

<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 4 metres east of its intersection with Onepu Road (Grid Coordinates x = 401677m, y = 798100m) and extending in an easterly direction following the southern kerbline for 46 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 11 metres east of its intersection with Mahora Street (Grid Coordinates x = 401776m, y = 798081m) and extending in an easterly direction following the southern median kerbline for 78 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 11 metres east of its intersection with Ross Street (Grid Coordinates x = 401873m, y = 798056m) and extending in an easterly direction following the southern median kerbline for 42.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 64 metres east of its intersection with Ross Street (Grid Coordinates x = 401873m, y = 798056m) and extending in an easterly direction following the southern median kerbline for 58 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 43 metres east of its intersection with Yule Street (Grid Coordinates x = 401991m, y = 798026m) and extending in an easterly direction following the southern median kerbline for 66 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 45 metres east of its intersection with Tacy Street (Grid Coordinates x = 401780m, y = 798092m) and extending in an easterly direction following the</i>

*northern median kerbline for 77 metres.*

<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 144 metres east of its intersection with Tacy Street (Grid Coordinates x = 401876m, y = 798067m) and extending in an easterly direction following the northern median kerbline for 42.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 197 metres east of its intersection with Tacy Street (Grid Coordinates x = 401927m, y = 798054m) and extending in an easterly direction following the northern median kerbline for 58 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 264 metres east of its intersection with Tacy Street (Grid Coordinates x = 401993m, y = 798037m) and extending in an easterly direction following the northern median kerbline for 4 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 272 metres east of its intersection with Tacy Street (Grid Coordinates x = 402001m, y = 798039m) and extending in an easterly direction following the northern kerbline for 12 metres.</i>

*Add to Schedule I (Cycleways) of the Traffic Restrictions Schedule*

<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>South side, commencing 4metres east of its intersection with Onepu Road (Grid Coordinates x = 401676m y = 798097m) and extending in an easterly direction following the southern kerbline for 73 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>South side, commencing 2.5 metres east of its intersection with Mahora Street (Grid Coordinates x = 401772m, y = 798073m) and extending in an easterly direction following the southern kerbline for 28 metres.</i>

<b>Rongotai Road</b>	<i>Cycle Path</i>	<i>South side, commencing 30 metres east of its intersection with Mahora Street (Grid Coordinates x = 401798m, y = 798066m) and extending in an easterly direction following the southern kerbline for 21 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>South side, commencing 51 metres east of its intersection with Mahora Street (Grid Coordinates x = 401819m, y = 798048m) and extending in an easterly direction following the southern kerbline for 36 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>South side, commencing 2.5 metres east of its intersection with Ross Street (Grid Coordinates x = 401867m, y = 798047m) and extending in an easterly direction following the southern kerbline for 74metres.</i>
<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>South side, at its intersection with Yule Street (Grid Coordinates x = 401953m, y = 798026m) and extending in an easterly direction following the southern kerbline for 72 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>North side, commencing 16 metres east of its intersection with Tacy Street (Grid Coordinates x = 401754m, y = 798109m) and extending in an easterly direction following the southern kerbline for 139 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Path</i>	<i>North side, commencing 155 metres east of its intersection with Tacy Street (Grid Coordinates 401889m, y = 798074m) and extending in an easterly direction following the southern kerbline for 24 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Lane</i>	<i>North side, commencing 179 metres east of its intersection with Tacy Street (Grid Coordinates x = 401912m, y = 798048m) and extending in an easterly direction following the southern kerbline for 82 metres.</i>
<b>Rongotai Road</b>	<i>Cycle Path</i>	<i>North side, commencing 260 metres east of its intersection with Tacy Street (Grid Coordinates x = 401991m, y = 798068m) and extending in an</i>

*easterly direction following the southern kerbline for 14 metres.*

**Reference Number:** TR171-17

**Location:** Te Whiti Street, Kilbirnie

**Proposal:** Te Whiti Street Cycleway Improvements

**Legal Description:**

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

<b>Te Whiti Street</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 4 metres north of its intersection with Coutts Street (Grid Coordinates x = 401988m, y= 797799m) and extending in a northerly direction following the eastern kerbline for 9 metres.</i>
<b>Te Whiti Street</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 207 metres north of its intersection with Coutts Street (Grid Coordinates x = 402039m, y = 797995m) and extending in a northerly direction following the eastern kerbline to its intersection with Rongotai Road.</i>
<b>Te Whiti Street</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 202 metres north of its intersection with Coutts Street (Grid Coordinates x = 402024m, y = 797994m) and extending in a northerly direction following the eastern kerbline for 9 metres.</i>

**Reference Number:** TR173-17

**Location:** Tirangi Road, Lyall Bay

**Proposal:** Tirangi Road Cycleway Improvements

**Legal Description:**

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

<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 59.0 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 11.0 metres.</i>
<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>East side, commencing at its intersection with Coutts Street (Grid coordinates x= 1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 48.5 metres.</i>
<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>East side, commencing from its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 8 metres.</i>
<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 60.0 metres south of its intersection with Coutts Street (Grid coordinates x= 1750959.5078m, y=5423769.1494m), extending in a southerly direction following the western kerbline for 9.5 metres.</i>
<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 86.0 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 12.0 metres.</i>
<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with Coutts Street (Grid coordinates x= 1750959.5078m, y= 5423769.1494m), extending in a southerly direction following the</i>

western kerbline for 25.0 metres

*Delete from Schedule I (Cycleways) of the Traffic Restrictions Schedule*

<b>Tirangi Road</b>	Cycle Lane	<i>East side, commencing 12.5 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the eastern kerbline for 102.0 metres.</i>
<b>Tirangi Road</b>	Cycle Lane	<i>West side, commencing 72.5 metres north of its intersection with Kingsford Smith Street (Grid coordinates x= 1750871.3927m, y= 5423597.0662m), extending in a northerly direction following the western kerbline for 73.3 metres.</i>

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

<b>Tirangi Road</b>	No Stopping – At All Times	<i>West side, commencing 13 metres south of its intersection with Coutts Street (Grid coordinates x = 402289m, y = 797508m), extending in a southerly direction following the western kerbline for 29 metres.</i>
<b>Tirangi Road</b>	No Stopping – At All Times	<i>West side, commencing 44 metres south of its intersection with Coutts Street (Grid coordinates x = 402270m, y = 797479m), extending in a southerly direction following the western kerbline for 55 metres.</i>
<b>Tirangi Road</b>	No Stopping – At All Times	<i>East side, commencing 15 metres south of its intersection with Coutts Street (Grid Coordinates x = 402294m, y = 797500m), extending in a southerly direction following the eastern kerbline for 79 metres.</i>

<b><i>Tirangi Road</i></b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 116 metres south of its intersection with Coutts Street (Grid Coordinates x = 402247m, y = 797420m), extending in a southerly direction following the eastern kerbline for 28 metres.</i>
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*Add to Schedule I (Cycleways) of the Traffic Restrictions Schedule*

<b><i>Tirangi Road</i></b>	<i>Cycle Lane</i>	<i>West side, commencing 48 metres south of its intersection with Coutts Street (Grid coordinates x = 402267m, y = 797480m), extending in a northerly direction following the western kerbline for 55 metres.</i>
<b><i>Tirangi Road</i></b>	<i>Cycle Lane</i>	<i>East side, commencing 16 metres south of its intersection with Coutts Street (Grid Coordinates X = 402297m, y = 797499m), extending in a southerly direction following the eastern kerbline for 82 metres.</i>

## **Background**

13. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
14. The proposed Kilbirnie network of cycleways will provide active transport improvements to make it safer and more convenient for people on bikes and those on foot to get around.
15. The cycle network through Kilbirnie provides critical connections from Miramar to Newtown and to Evans Bay Parade. The network will provide connections to the existing Leonie Gill shared pathway and incorporate this into the overall cycling network.
16. The consultation for the Kilbirnie connections has followed a comprehensive community process to come to the final options. The diagram below summarises the steps that were followed.





17. Following open days and community feedback about routes in 2016, we've worked closely with three eastern suburbs community working groups.
18. In March 2017, two open days were held at the ASB Sports Centre to gather initial thoughts about these eastern connector roads. Locals identified safety concerns, talked about things they valued, made suggestions, and some registered interest in being part of a community working group.
19. Key organisations, including business groups and residents associations, were invited to participate, along with a mix of people who had said they were interested.
20. Three community working groups were set up in the east to look at different parts of the network:
  - Evans Bay Parade – Carlton Gore Road to Cobham Drive
  - Kilbirnie – including a connection to Newtown
  - Miramar – including a connection to Seatoun via Broadway.
21. Participants in the groups had a wide range of different views, hopes and concerns, and a willingness to consider all perspectives and work together to find solutions.
22. The working groups spent many hours poring over plans, asking questions, looking at things from a range of different perspectives, debating the pros and cons, grappling with challenges and trade-offs, thinking about all the possibilities, and whittling down the alternatives. They talked about parking, resident and business needs, trees, heritage features, lane widths, safer speeds, driveways, existing safety issues, pedestrian crossings, intersections and bus stops.
23. Decisions on which options to progress were influenced by what people told us, the funding available, more detailed information about likely costs for the different projects, and a desire to start with busy sections that will make the biggest contribution to the planned network.
24. In September 2017, Wellingtonians had the opportunity to comment on short-listed options for more than 11 streets in Kilbirnie and the connection to Newtown.
25. More than 400 people attended open days at ASB Sports Centre, and 582 people made online or written submissions. The Council analysed the feedback to help determine which design for the various streets to progress, and then sought final feedback on revised proposals in late 2017. This included more open days at the ASB Sports Centre.

## Discussion

26. Within the Kilbirnie network, seven traffic resolutions were advertised which included eight different roads. The traffic resolutions were advertised for four weeks with feedback closing on 11 December 2017.
27. The consultation asked submitters if they supported the proposals. A full analysis of the feedback is in Attachment 4: Kilbirnie Consultation Results.

### 28. **Constable Street and Crawford Road**

The impacts included in the consultation were :

- On Constable Street, eight spaces for parking would be removed.
- On Crawford Road, remove parking on the uphill side and two parking spaces at the bottom by Childers Terrace.
- At the bus stops on both Constable Street and Crawford Road, the bike path would be at footpath level to make it easier for people getting on and off the bus.
- Traffic lanes on Constable Street will be narrowed from 4.5m wide to 3.8m.
- On some sections of Crawford Road the painted median would be removed.
- A new pedestrian crossing is proposed near Naughton Terrace to make it easier for residents to cross Crawford Road.
- Bike stop boxes would be installed at the traffic lights at the Constable Street and Coromandel Street intersection.

29. The questionnaire included the following: *Overall, do you support the proposal for uphill bike lanes and the associated changes including downhill sharrows and bus stop treatments on Constable Street and Crawford Road?*

235 submissions received.

- Yes - 37%
- Yes but with changes - 16%
- No - 47%.

30. The questionnaire included the following: *Do you support the proposed pedestrian crossing on Crawford Road?*

221 submissions received:

- Yes - 70%
- Yes, but with changes - 5%
- No - 25%.

31. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

227 submissions received:

Very important - 46%

Important - 7%

Moderately important - 8%

Low importance - 16%

Not important - 23%.

32. A group of residents, who have no vehicle access to their properties on Crawford Road, were concerned about the loss of on-road parking adjacent to their properties, lack of space for their rubbish collection, and to load and unload. Several additional options were drawn up to address their concerns.
33. The final proposal satisfies most of their concerns by relocating the parking from the downhill side to the uphill side of the road, providing a loading bay close to their properties and providing a place to leave the rubbish and recycling bins. The proposed final parking layout attempts to maximise the total amount of on-road parking and does not include as many parking spaces on the residents' side of the road that they would have liked.
34. The Tennis Club on Crawford Road was concerned with the loss of parking and lack of drop off car parking. The plans were amended to allow three parking spaces outside the tennis club. The original proposal sought to have a short length of shared footpath inside the marked bus stop; the amended plans will continue this shared footpath area for a greater length. Given that the cycleway is uphill only officers believe that the risk of a collision inside these three parking spaces is minimal and therefore recommend retaining these three parking spaces.
35. The recommended plans for the Crawford Road are attached in *Attachment 1: Plans recommended for approval* and the traffic restriction schedule is amended to recognise these changes. The original plans are in *Attachment 4: Constable and Crawford Plans (Used for consultation)*.
36. Through detailed design officers will continue to work with the Tennis Club to identify other opportunities to create or better manage on street parking an example that has been identified is on Naughton Terrace which is located close to the tennis club, this has parallel parking which could be changed to angle parking to increase numbers. This can be undertaken without the need for a traffic resolution.
37. **Coutts Street**  
The impacts included in the consultation were:
- Parking for 58 vehicles would remain along this stretch – 22 less than there is at the moment.
  - At the bus stops the bike path would be at footpath level to make it easier for people getting on and off the bus.
  - Traffic lanes would be 3.2m wide.
  - The footpath on both sides of the road would be at the standard width of 2.4m.
  - New kerbs would be installed on both sides of the road.
38. The questionnaire included the following: *Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?*
- 53 submissions received:
- Yes - 45%
  - Yes, but with changes - 24%
  - No - 31%.
39. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*
- 51 submissions received:
- Very important - 55%

- Important - 14%
- Moderately important - 8%
- Low importance - 2%
- Not important - 21%.

40. There were concerns regarding the number of parking spaces lost on Rongotai Road. It is recommended the yellow no parking lines are removed across the driveways which is consistent with other locations.

41. The bus route will not operate on Coutts Street after mid-2018. It is recommended the bus stops be replaced with parking spaces when the scheme is constructed.

42. **Rongotai Road**

The impacts included in the consultation were:

-Between Crawford Road and Onepu Road:

- Bike feeder lanes and stop boxes will be installed at the traffic lights at the Bay Road and Onepu Road intersection.

-Impacts (between Onepu Road and Te Whiti Street):

- To allow residents to safely turn into and out of driveways, the proposed design would provide more turning room and shorter parking spaces. Parking space for 30 vehicles would remain along this stretch – 17 less than at the moment.
- At the bus stops the bike path would be at footpath level, making it easier for people getting on and off the bus.

43. The questionnaire included the following: *Overall, do you support the proposal for bike lanes and the associated changes on Rongotai Road?*

70 submissions were received, Results:

- Yes - 49%
- Yes, but with changes - 26%
- No - 25%.

44. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

68 Submissions received:

- Very important - 56%
- Important - 16%
- Moderately important - 3%
- Low importance - 12%
- Not important - 13%.

45. Generally this route gained good support. It will provide an important connection for school pupils and would connect to any future crossing over Cobham Drive. Minor changes are to be made during the preparation of construction drawings to address minor concerns.

46. Officers recommend proceeding with this route and approval of the traffic resolutions as advertised.

**47. Te Whiti Street**

The impacts included in the consultation were:

- One parking space would be removed at both ends of Te Whiti Street, making it safer for people in vehicles turning into and out of the street.
- The two way traffic lane would be 5.7m wide.

48. The questionnaire included the following: *Overall, do you support the proposal for bike lanes with a buffer and the associated changes on Te Whiti Street?*

24 submissions received:

- Yes - 50%
- Yes, but with changes - 42%
- No - 8%.

49. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

23 Submissions received:

- Very important - 61%
- Important - 22%
- Moderately important - 8%
- Low importance - 0%
- Not important - 9%.

50. Officers recommend proceeding with this route and approval of the traffic resolutions as advertised.

**51. Tirangi Road**

The impacts included in the consultation were :

- Parking for 24 vehicles would be removed on this short section of Tirangi Road.
- Traffic lanes would be 3.2m wide.

52. The questionnaire included the following: *Overall, do you support the proposal for separated bike lanes and the associated changes on Tirangi Road?*

39 submissions received:

- Yes - 59%
- Yes, but with changes - 23%
- No - 18%.

53. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

38 submissions received:

- Very important - 66%
- Important - 18%
- Moderately important - 5%
- Low importance - 3%
- Not important - 8%.

54. Officers recommend proceeding with this route and approval of the traffic resolutions as advertised.

55. **Wilson Street**

The impacts included in the consultation were:

- On the one-way section of Wilson Street, 15 parking spaces would be removed on the southern side of the road. Four angled parking bays would be added at the Daniell Street intersection. There is no parking changes proposed on the two-way section.
- On the one-way section of Wilson Street, the width of the traffic lane would be narrowed slightly from 3.2m to 3m.
- Designating the short section of footpath at the end of Wilson Street (next to Riddiford Street) as a shared path.
- Putting in a new section of shared path next to the footpath behind the new angled parking at Daniell Street.

56. The questionnaire included the following: *Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?*

76 submissions received:

- Yes - 42%
- Yes, but with changes - 32%
- No - 26%.

57. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

73 Submissions received:

- Very important - 53%
- Important - 14%
- Moderately important - 11%
- Low importance - 14%
- Not important - 8%.

58. The route eastbound on Wilson Street has long been established as a quite uphill alternative to busy Constable Street. The Kilbirnie working group was keen to see it used as a two-way alternative.

59. Feedback received during consultation in September and again in November indicated that more work needed to be done in Newtown before determining how best to connect to a Newtown network.
60. Work is currently being undertaken with Wellington Hospital to explore opportunities for a route through their campus. The wider conversation with the Newtown community will take place this year to outline the future Newtown cycling network.
61. Officers recommend enhancing the two-way section of Wilson Street with the introduction of sharrows to highlight the presence of people on bikes but to leave the one-way section as it is for now.

**62. Yule Street**

The impacts included in the consultation were :

- Two parking spaces would be removed at the Rongotai Road intersection, making it safer for people in vehicles turning into and out of the street.
- The two way traffic lane would be 5.7m wide between Rongotai Road and Coutts Street. Between Coutts Street to Leonie Gill Pathway the two way traffic lane would be 5.9m wide.

63. The questionnaire included the following: *Overall, do you support the proposal for bike lanes and the associated changes on Yule Street?*

39 submissions received:

- Yes - 31%
- Yes, but with changes - 28%
- No - 41%.

64. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

39 Submissions received:

Very important - 36%

Important - 15%

Moderately important - 20%

Low importance - 3%

Not important - 26%.

It is recommended that no formal lanes are marked on Yule Street at this time. If the route becomes a busy bike route connecting the Leonie Gill Pathway to Coutts Street and Rongotai Road, then the route could be marked with sharrows without the need to seek committee approval.

**Next Actions**

65. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of July 2018. These key activities include:



- Undertaking a concept-stage safety audit
- Undertaking detailed design and preparing construction drawings
- Completing the detailed business case and applying for construction funding from the NZ Transport Agency
- Carrying out a design-stage safety audit
- Developing and rolling out a communications plan
- Engaging a contractor from our panel of contractors to undertake the work.

### **Attachments**

Attachment 1.	Plans recommended for approval <a href="#">↓</a>	Page 39
Attachment 2.	Plans not recommended for approval (Used for consultation) <a href="#">↓</a>	Page 50
Attachment 3.	Constable and Crawford Plans (Used for consultation) <a href="#">↓</a>	Page 54
Attachment 4.	Kilbirnie Consultation Results (separately enclosed)	

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

### **Treaty of Waitangi considerations**

There were no specific considerations as part of this paper.

### **Financial implications**

Funding for the cycleway comes from the Urban Cycleways Programme eastern package and will receive a two-thirds subsidy.

### **Policy and legislative implications**

This is consistent with the Cycling Policy

### **Risks / legal**

Risks are being managed through the cycleways programme steering group as necessary.

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

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

### **Communications Plan**

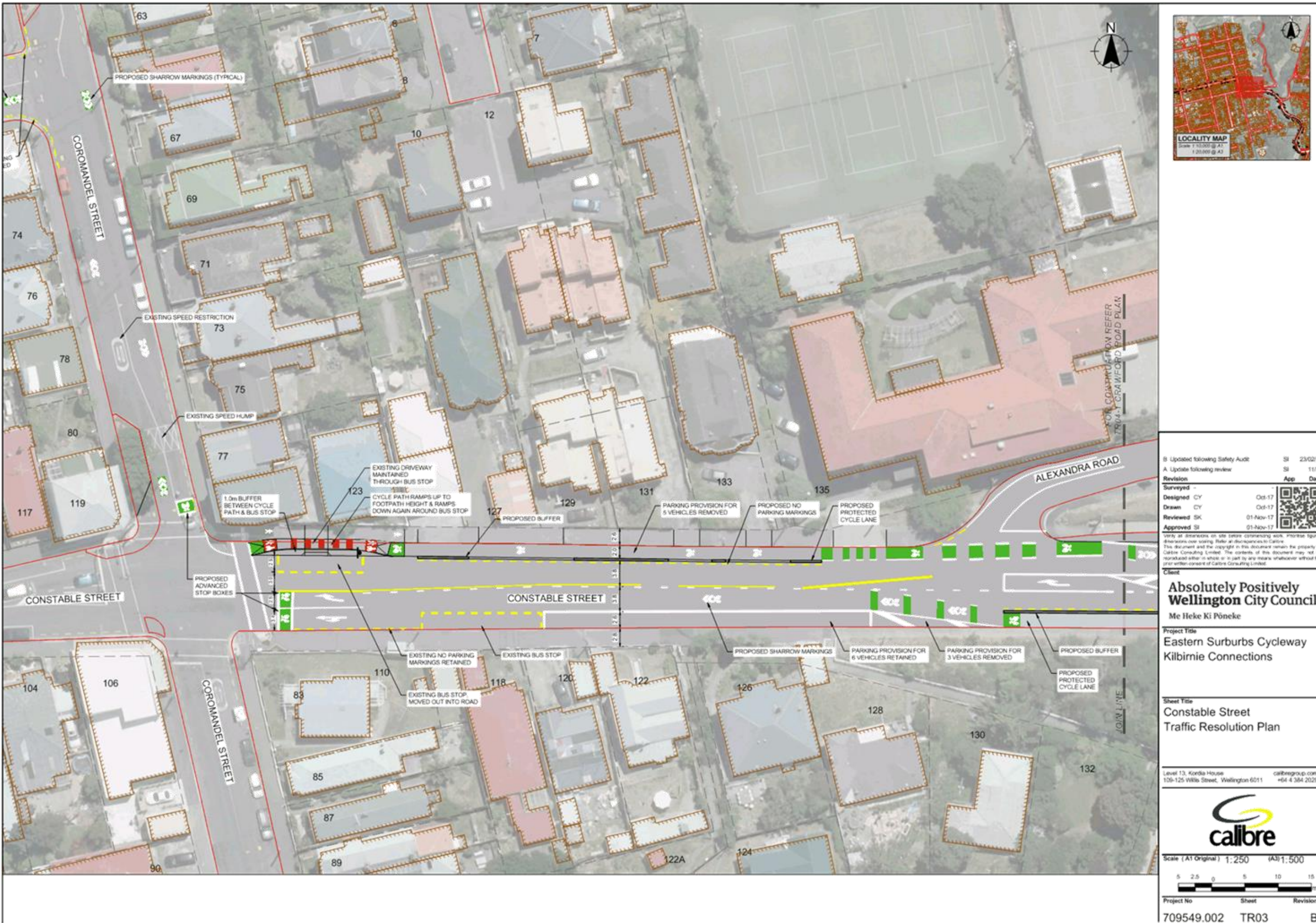
A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

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

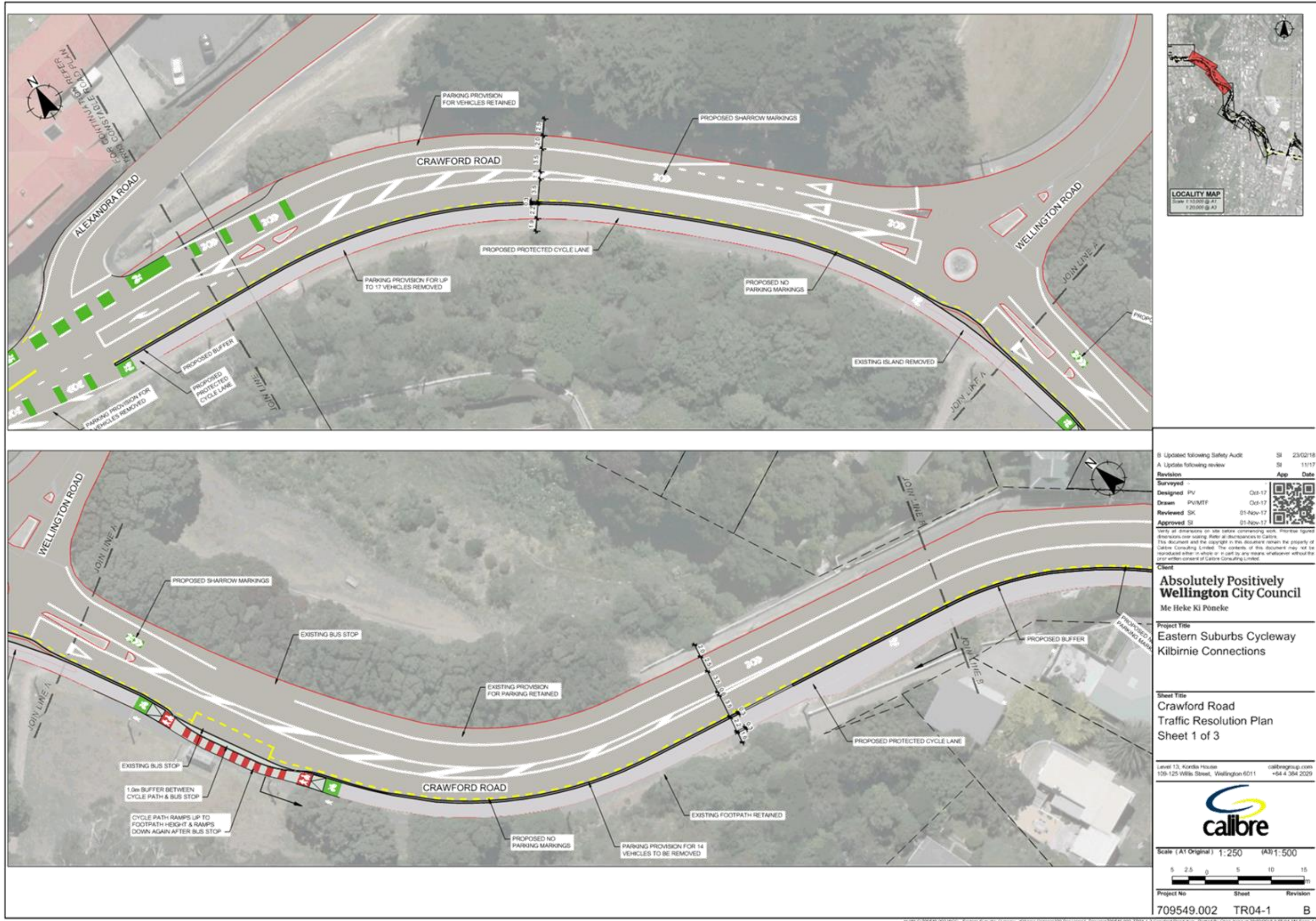
A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



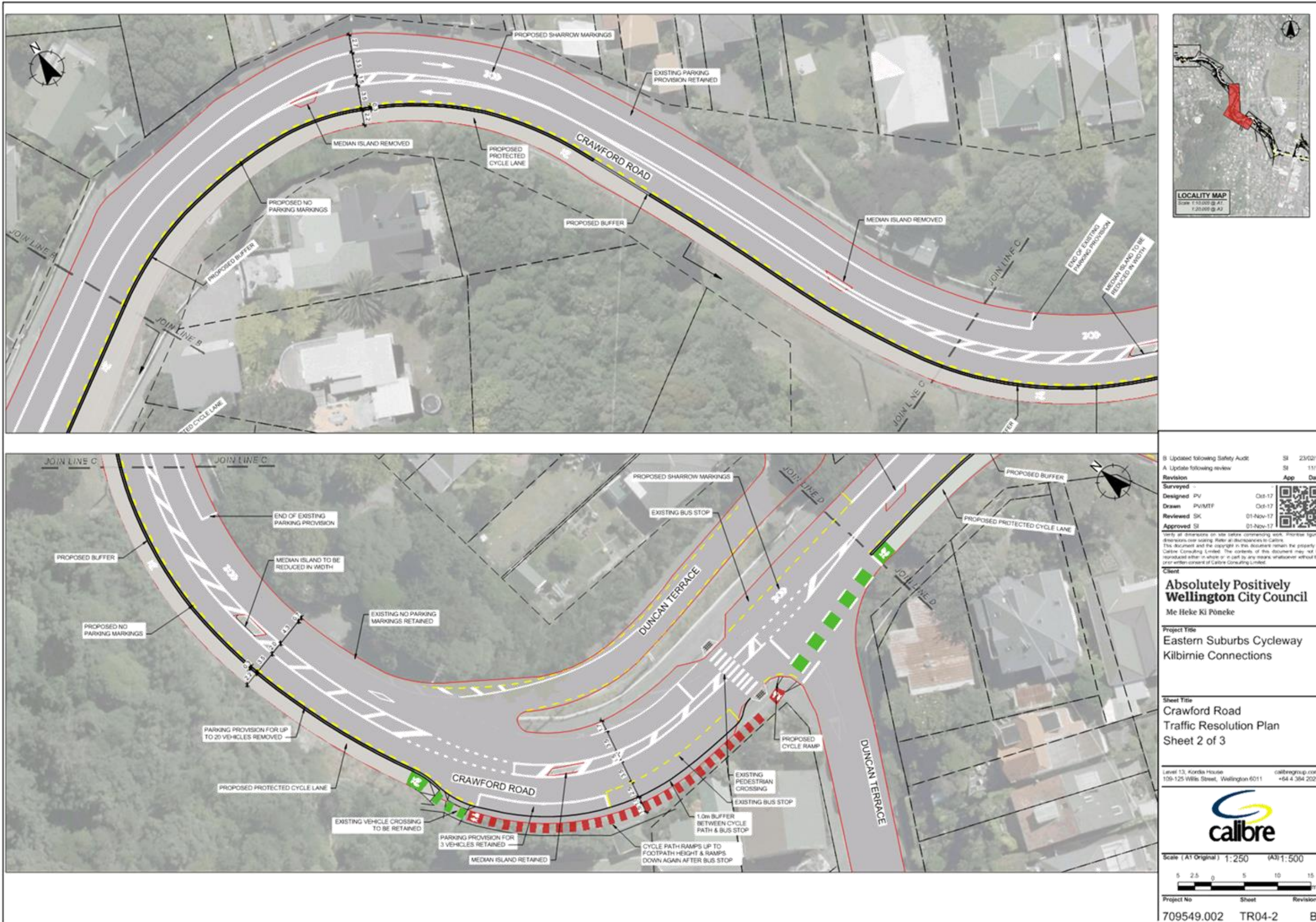
















B Updated following Safety Audit	SI	23/02/18
A Update following review	SI	11/17
Revision	App	Date
Designed	PV	Oct-17
Drawn	PvMTP	Oct-17
Reviewed	SK	01-Nov-17
Approved	SI	01-Nov-17

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

Project Title  
Eastern Suburbs Cycleway  
Kilbirnie Connections

Sheet Title  
Crawford Road  
Traffic Resolution Plan  
Sheet 3 of 3

Level 13, Kordia House  
109-125 Willis Street, Wellington 6011  
calbrengroup.com  
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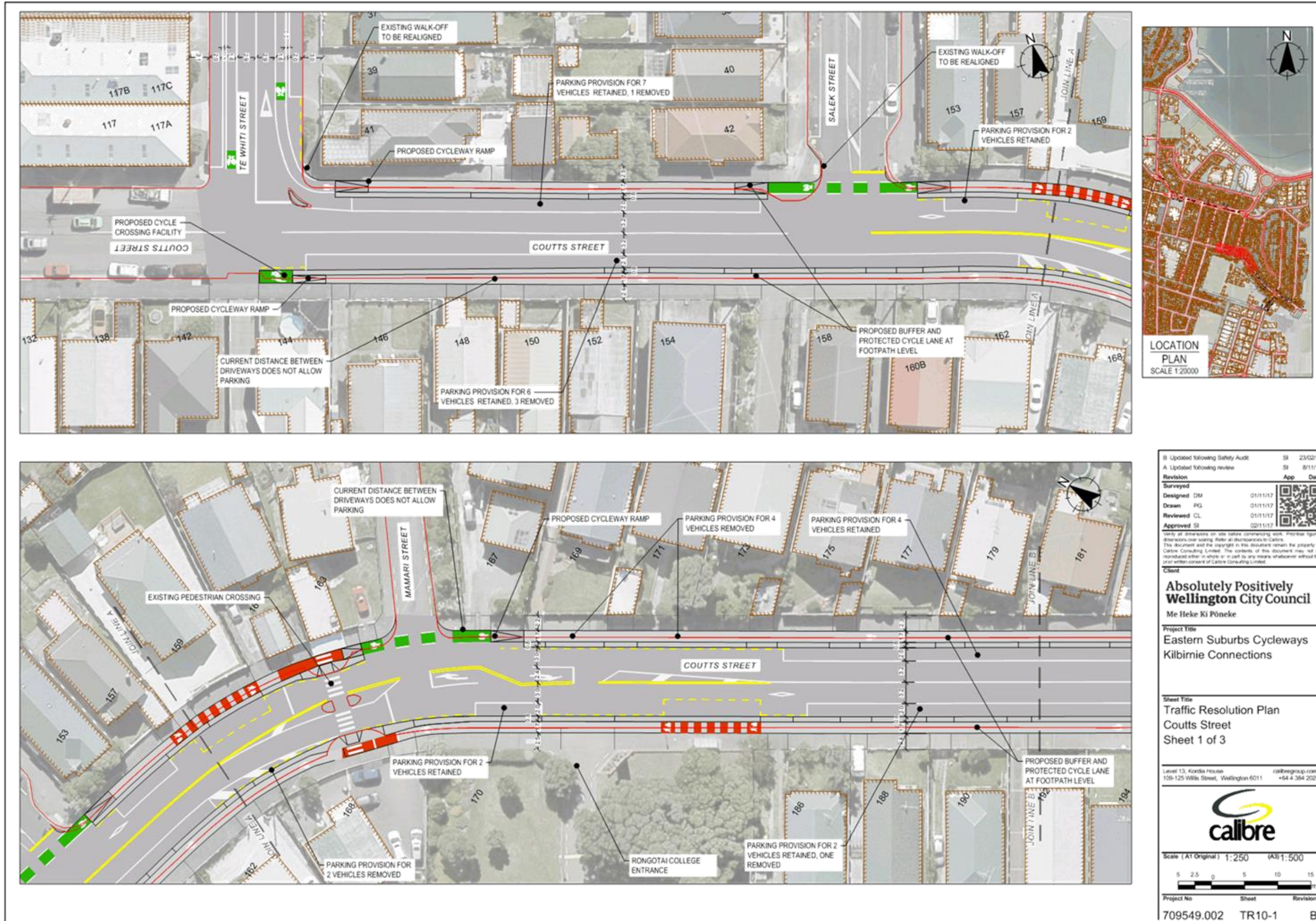


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Project No. 709549.002  
Sheet TR04-3  
Revision B





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A Updated following review	SI	01/11/17
Revision	App	Date
Survised		
Designed	DM	01/11/17
Drawn	PG	01/11/17
Reviewed	CL	01/11/17
Approved	SI	02/11/17

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Project Title  
Eastern Suburbs Cycleways  
Kilbirnie Connections

Sheet Title  
Traffic Resolution Plan  
Cou tts Street  
Sheet 1 of 3

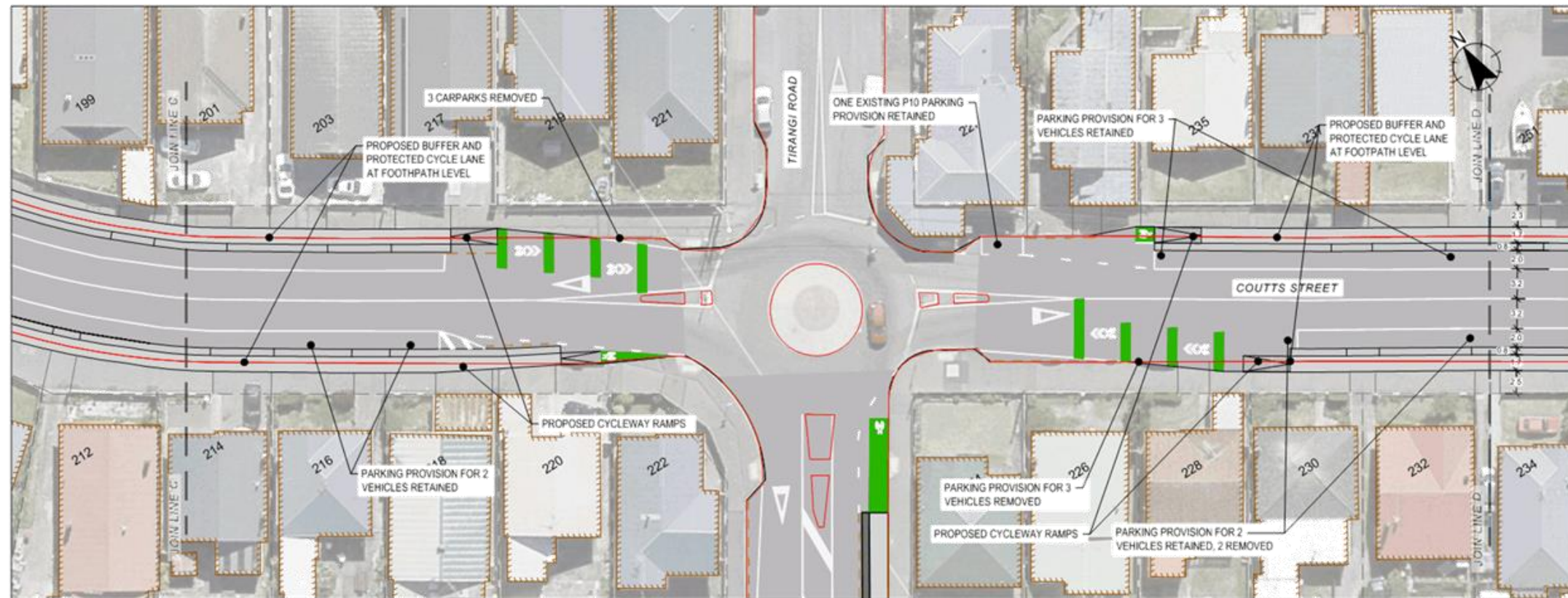
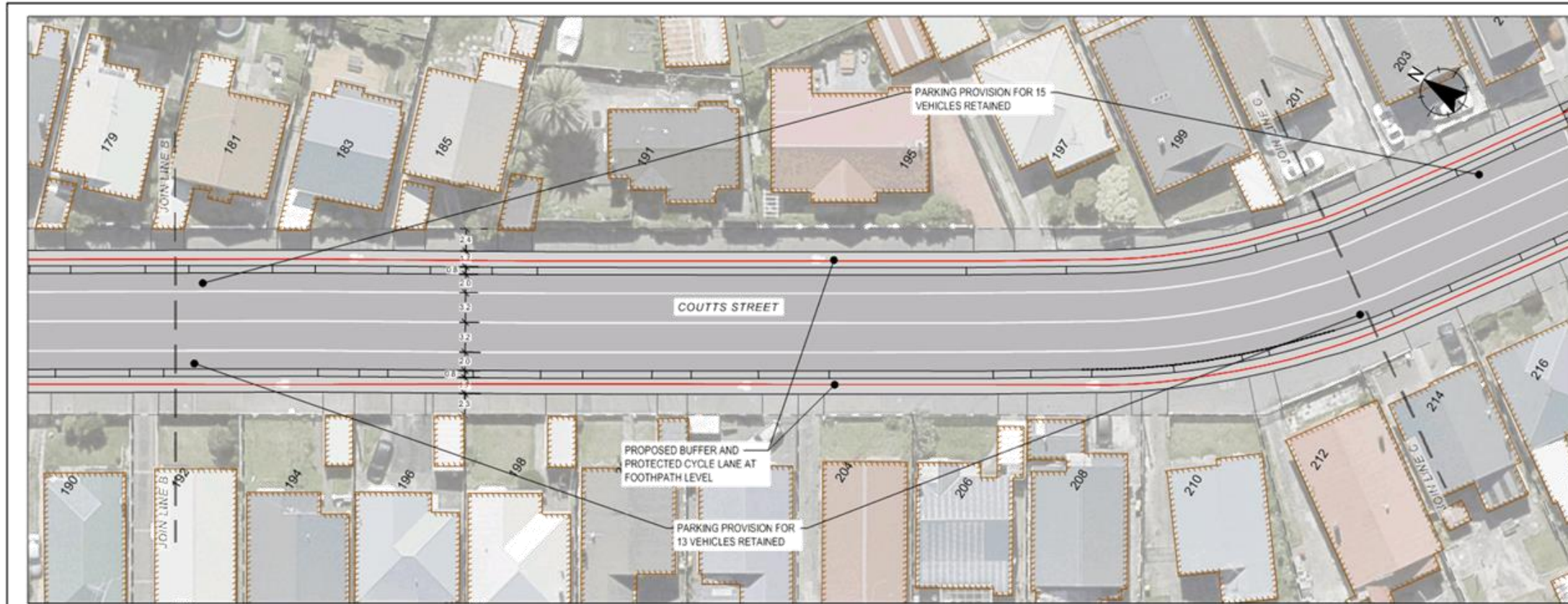
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Project No	Sheet	Revision
709549.002	TR10-1	B





B Updated following Safety Audit	SI	23/02/18
A Updated following review	SI	31/11/17
Revision	App	Date
Designed	DM	01/11/17
Drawn	PG	01/11/17
Reviewed	CL	01/11/17
Approved	SI	02/11/17

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Project Title  
Eastern Suburbs Cycleways  
Kilbirnie Connections

Sheet Title  
Traffic Resolution Plan  
Coufts Street  
Sheet 2 of 3

Level 13, Kordia House  
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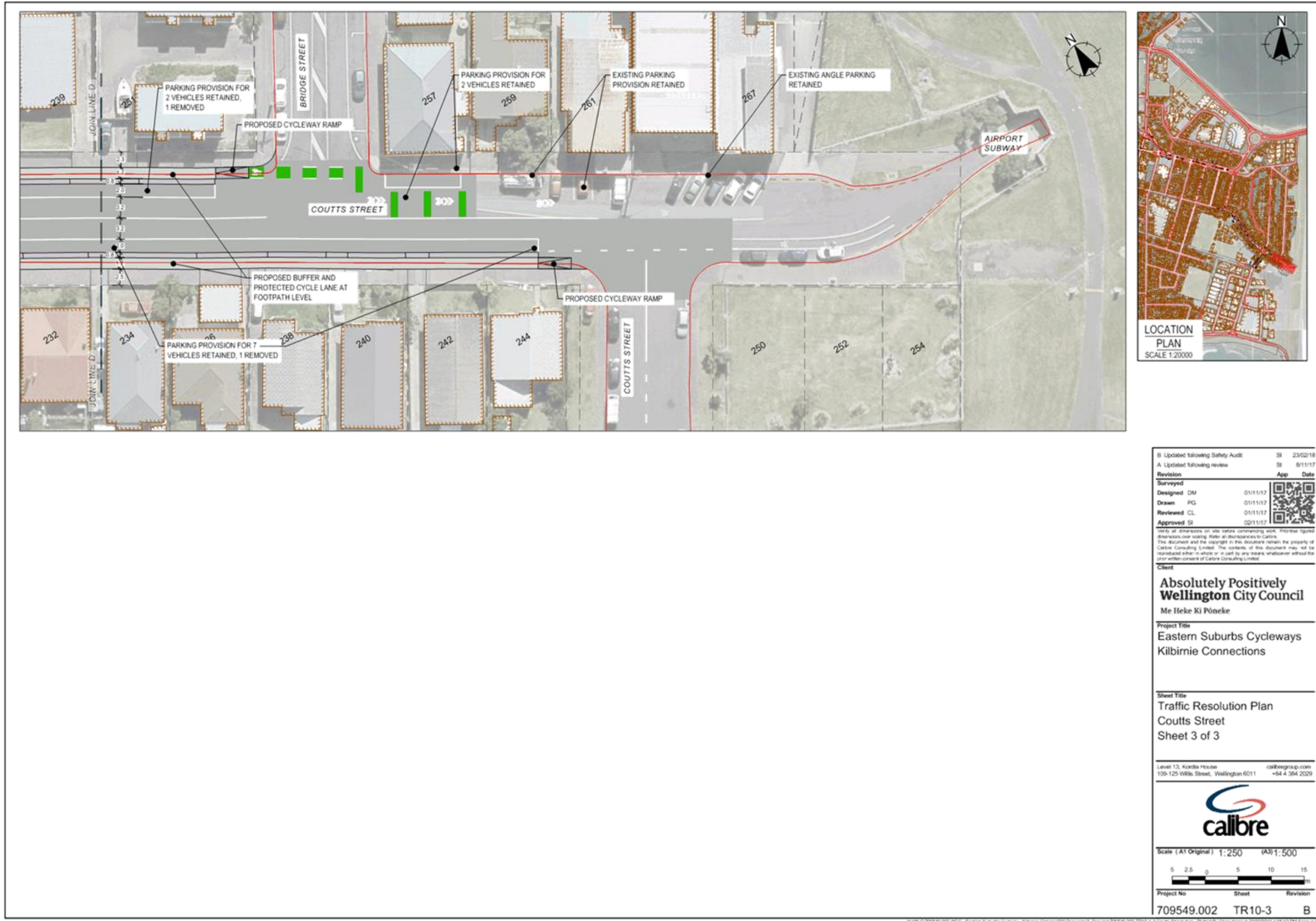
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Project No	Sheet	Revision
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A Updated following review	SI	01/11/17
Revision	App	Date
Surveys		
Designed	DM	01/11/17
Drawn	PG	01/11/17
Reviewed	CL	01/11/17
Approved	SI	02/11/17

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Project Title  
Eastern Suburbs Cycleways  
Kilbirnie Connections

Sheet Title  
Traffic Resolution Plan  
Coutts Street  
Sheet 3 of 3

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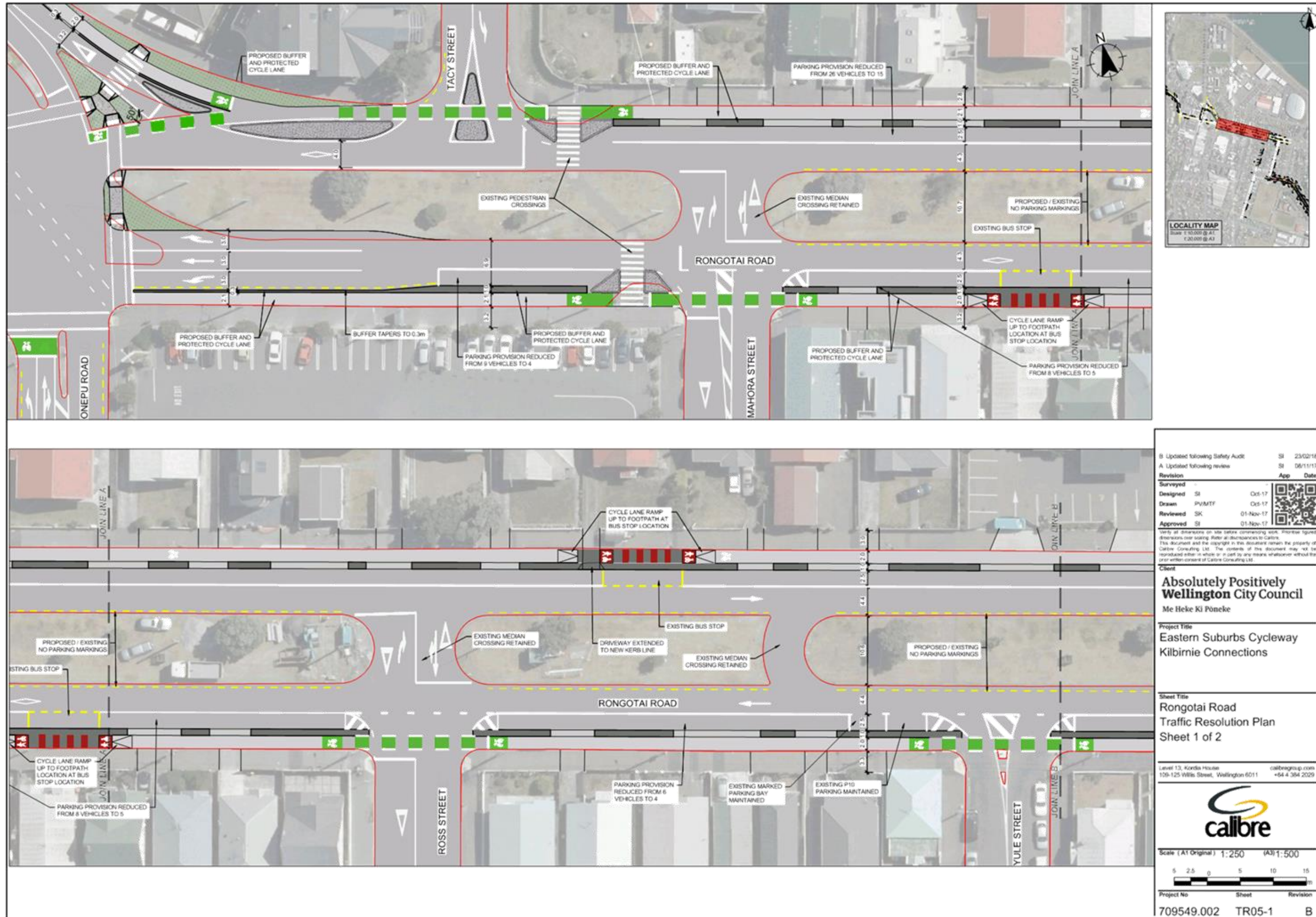
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Sheet TR10-3  
Revision B

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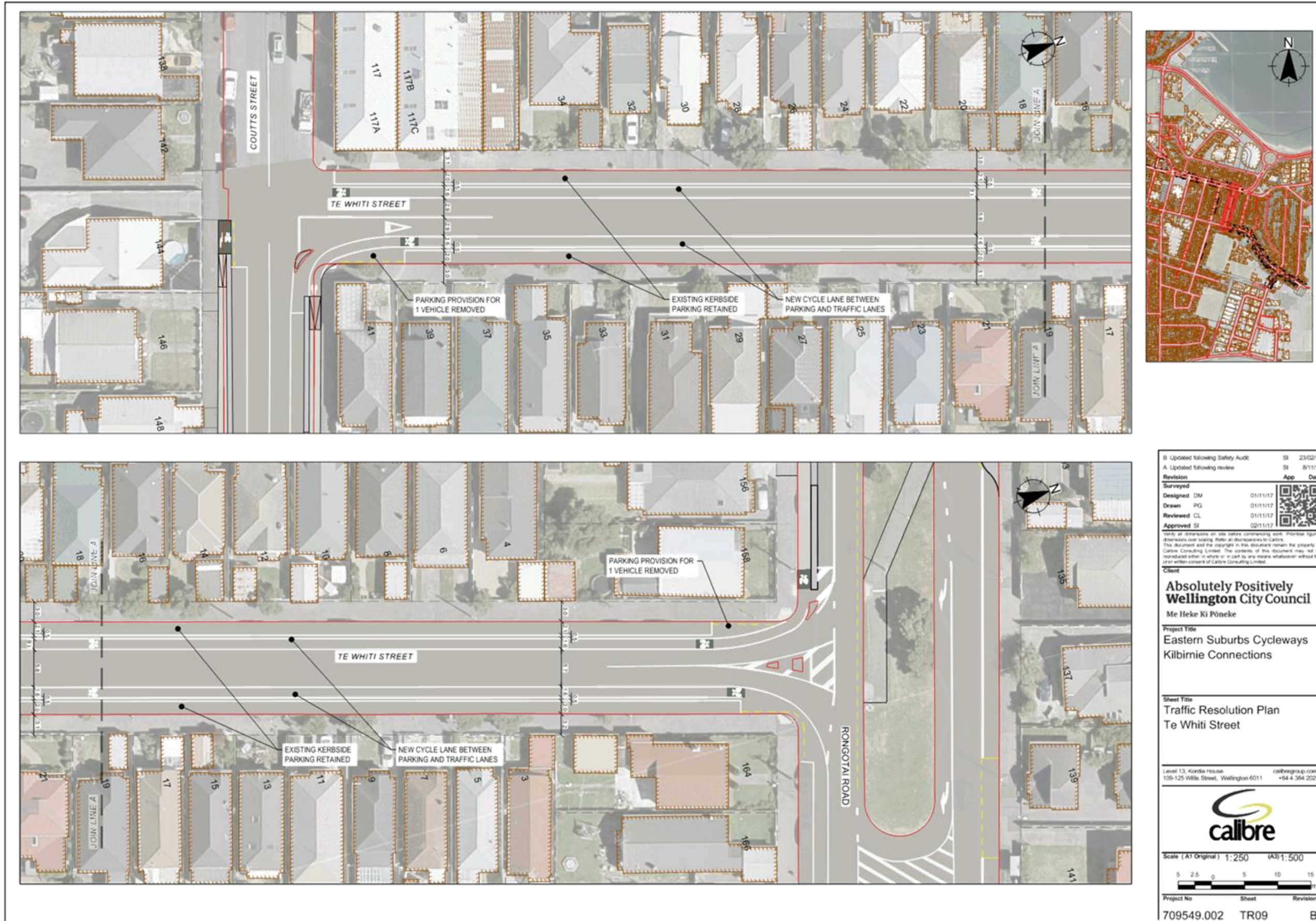












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A Updated following review	SI	01/11/17
Revision	App	Date
Designed	DM	01/11/17
Drawn	PG	01/11/17
Reviewed	CL	01/11/17
Approved	SI	02/11/17

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Project Title  
Eastern Suburbs Cycleways  
Kilbirnie Connections

Sheet Title  
Traffic Resolution Plan  
Te Whiti Street

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139-125 Willis Street, Wellington 6011  
calbr@group.com  
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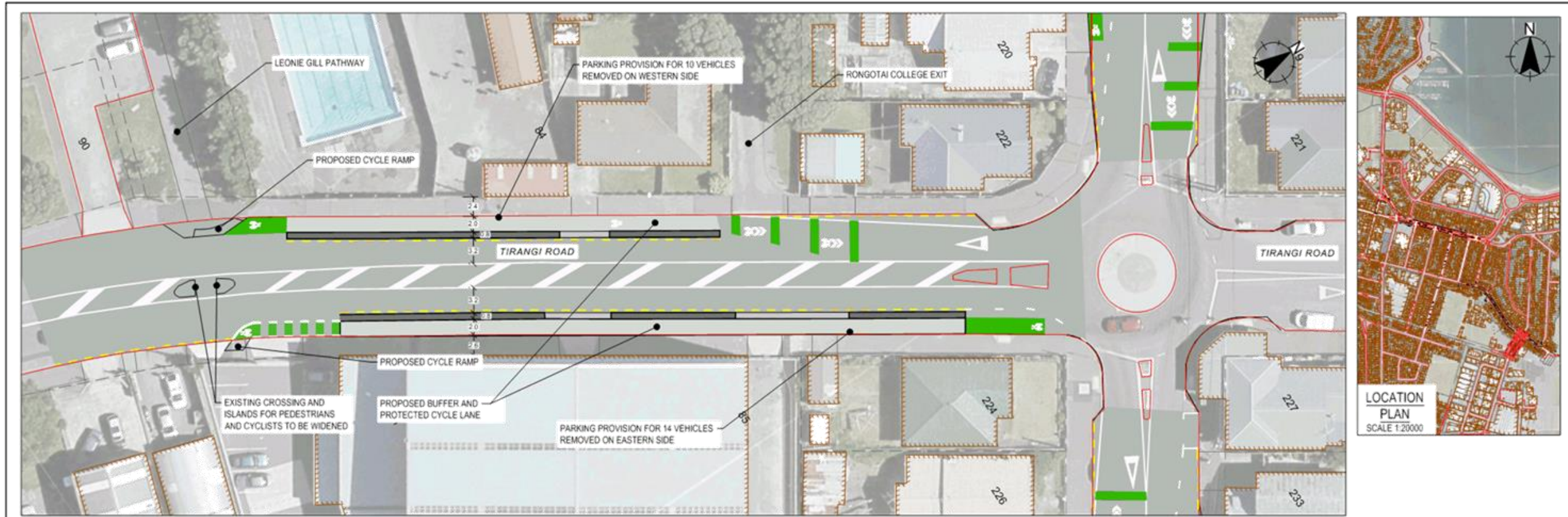
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Project No 709549.002 Sheet TR09 Revision B

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A Updated following review	SI	06/11/17
Revision	App	Date
Surveyed		
Designed	DM	01/11/17
Drawn	PG	01/11/17
Reviewed	CL	01/11/17
Approved	SI	02/11/17

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Project Title  
Eastern Suburbs Cycleways  
Kilbirnie Connections

Sheet Title  
Traffic Resolution Plan  
Tirangi Road  
Sheet 1 of 1

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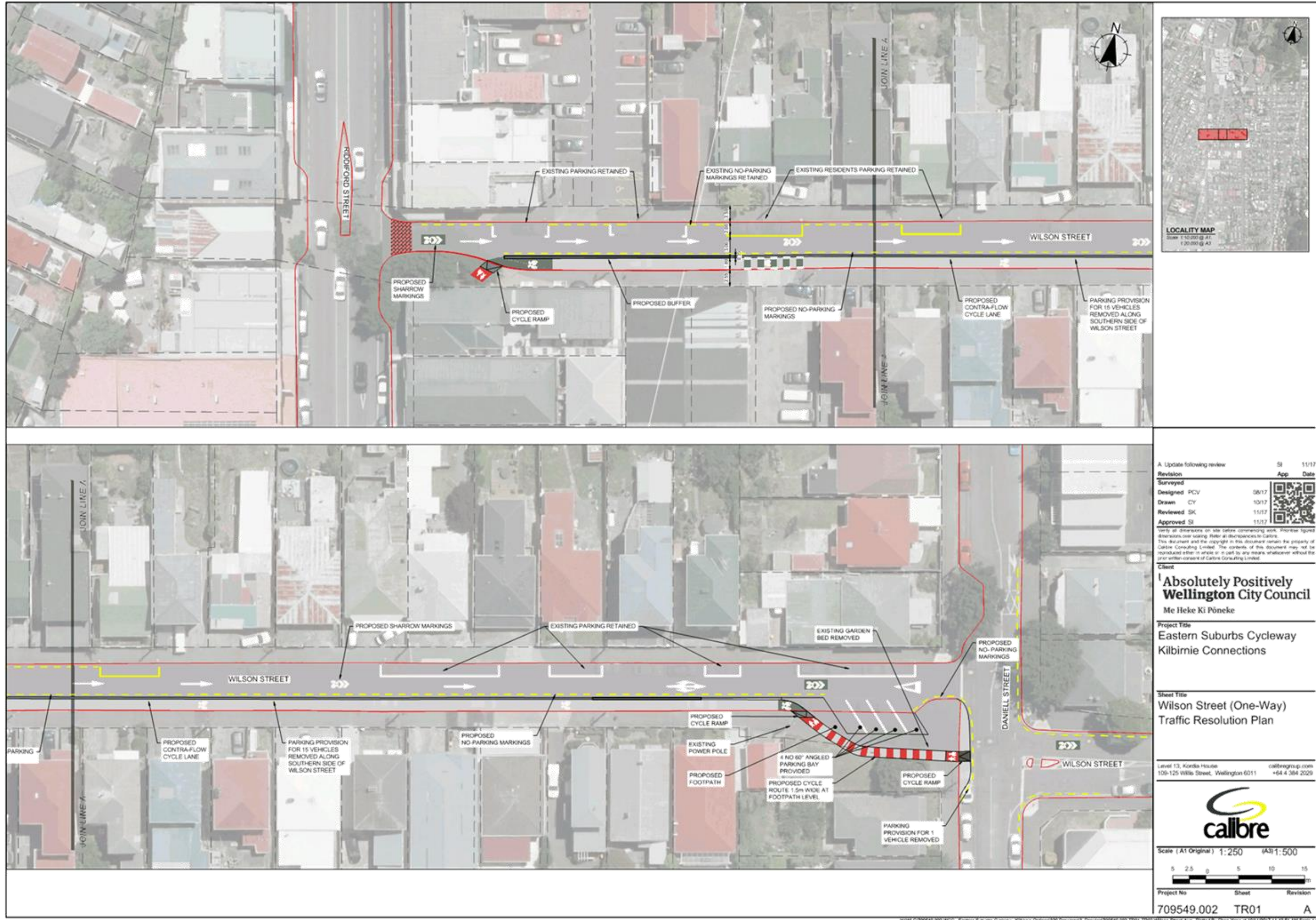
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Project No. 709549.002  
Sheet TR11-1  
Revision B

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Revision	App	Date
Surveyed		
Designed	PCV	05/17
Drawn	CY	10/17
Reviewed	SK	11/17
Approved	SI	11/17

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Project Title  
Eastern Suburbs Cycleway  
Kilbirnie Connections

Sheet Title  
Wilson Street (Two-Way)  
Traffic Resolution Plan

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call@group.com  
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Project No	Sheet	Revision
709549.002	TR02	--

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Revision		App	Date
Surveyed			
Designed	EDH		1/11/17
Drawn	PG		1/11/17
Reviewed	CL		1/11/17
Approved	SI		2/11/17

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Kilbirnie Connections

Sheet Title  
Traffic Resolution Plan  
Yule Street  
Sheet 1 of 2

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Project No: 709549.002    Sheet: TR08-1    Revision: A





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Revision		App	Date
Surveyed			
Designed	EDH		1/11/17
Drawn	PG		1/11/17
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Approved	SI		2/11/17

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Kilbirnie Connections

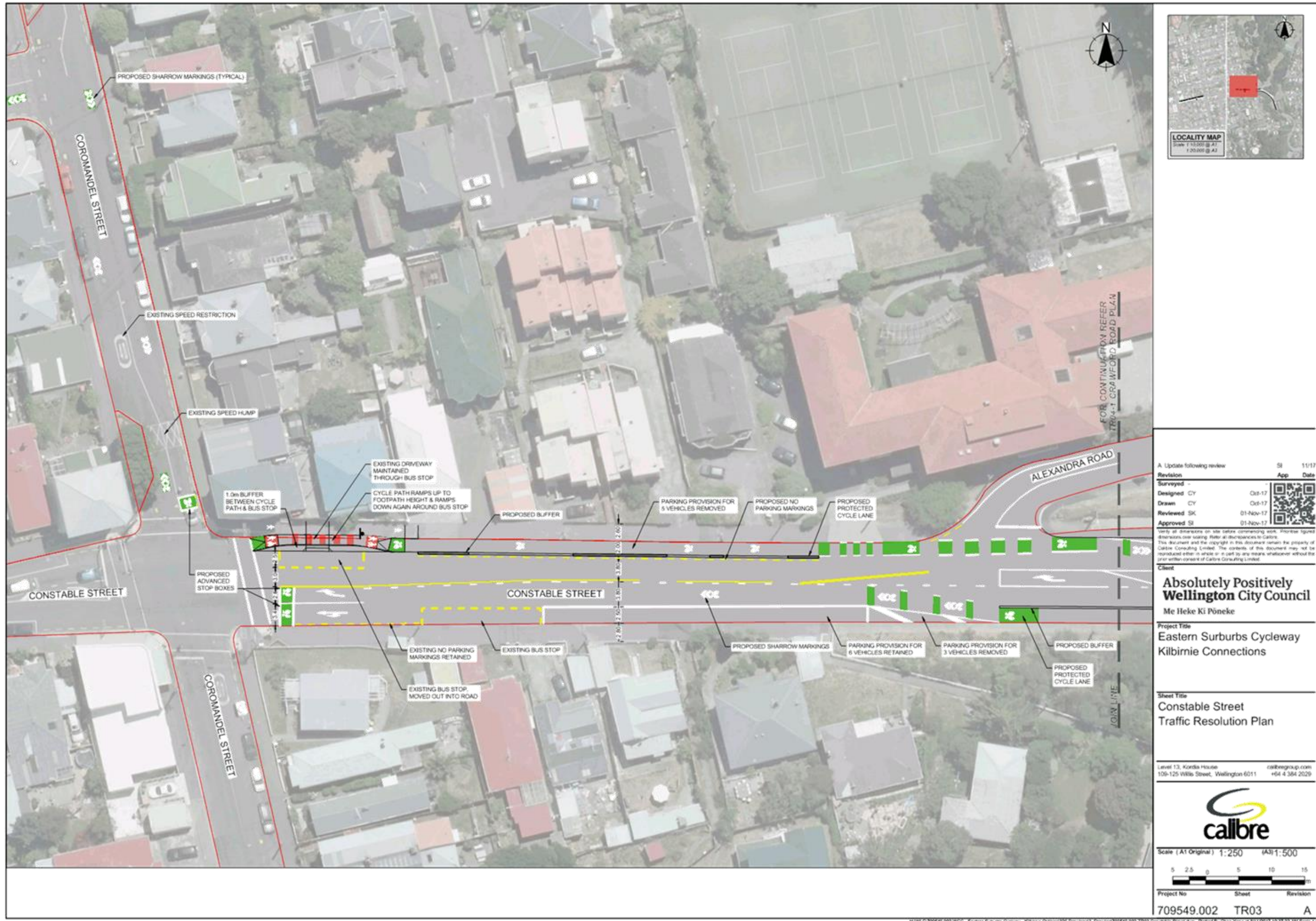
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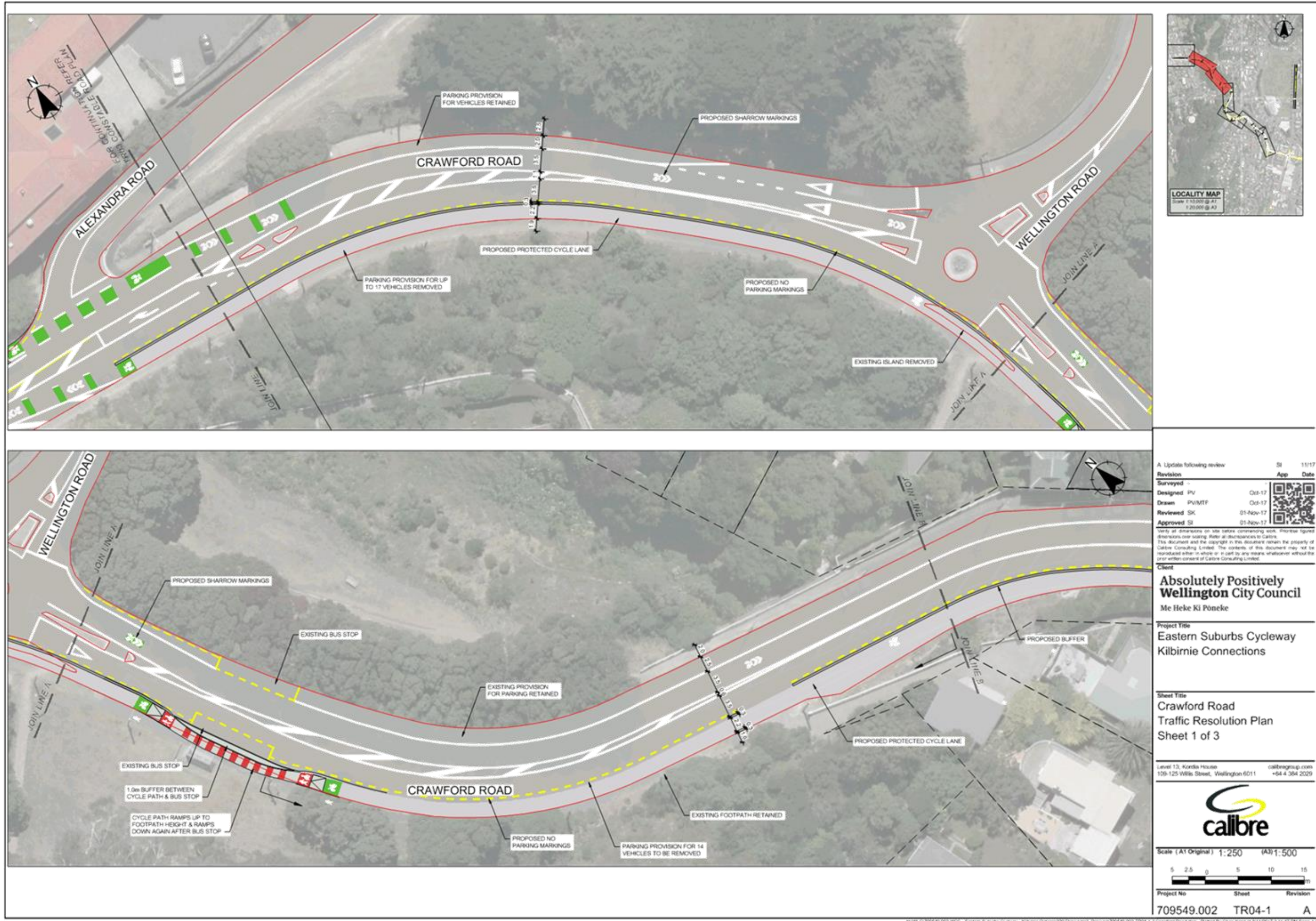
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Project No: 709549.002    Sheet: TR08-2    Revision: A

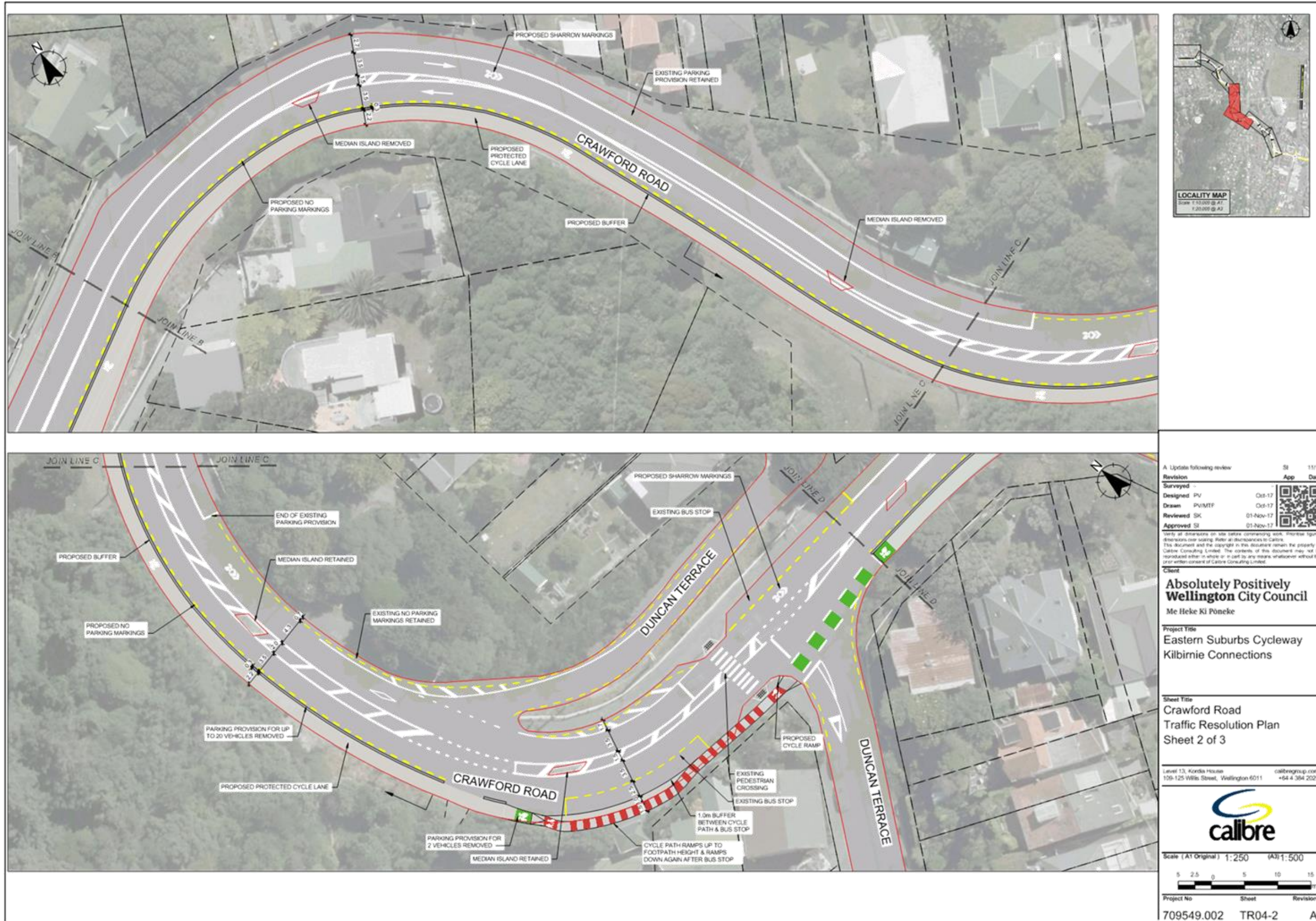




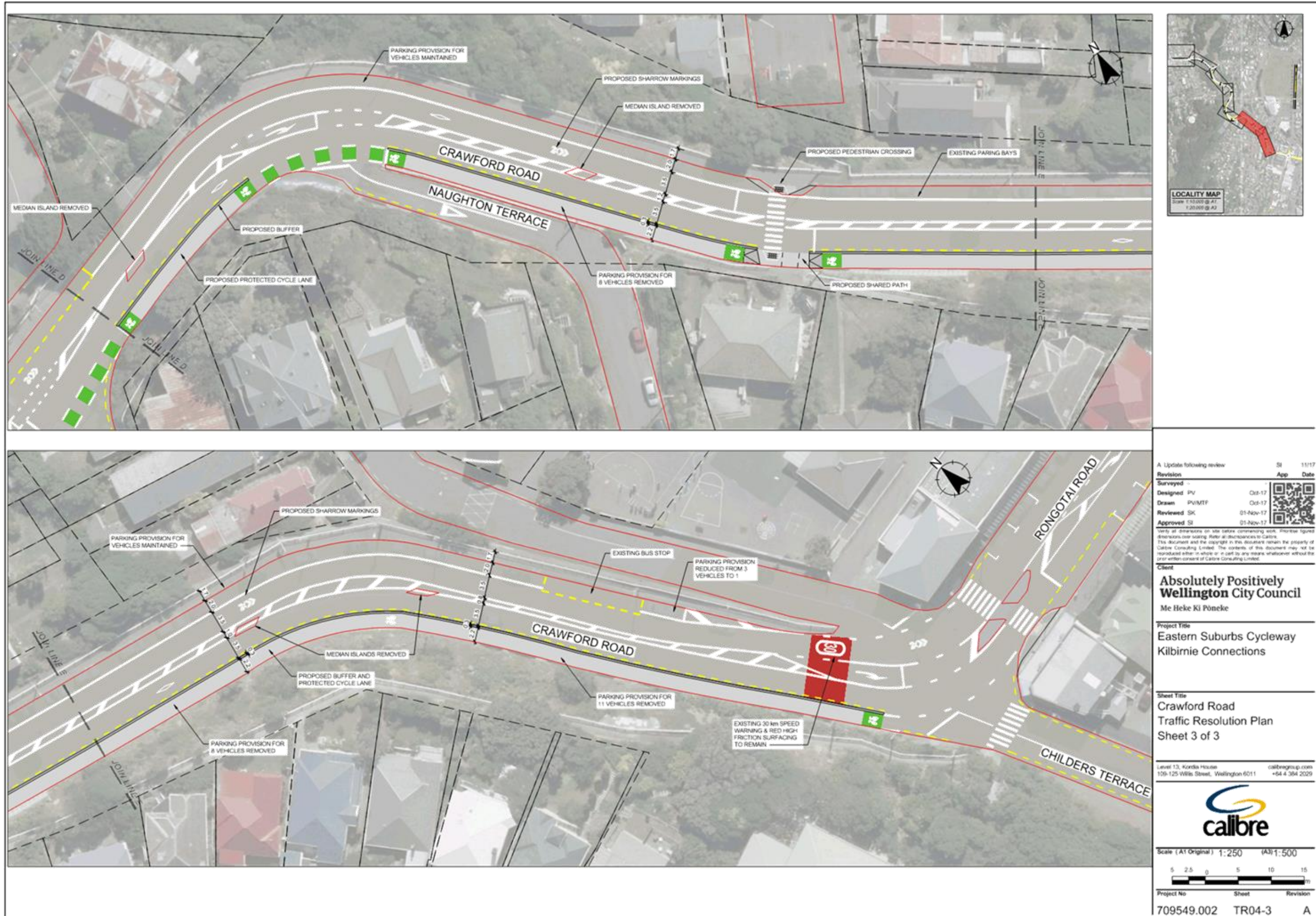
















## EVANS BAY CYCLEWAY

### Purpose

1. This report outlines the recommended amendments to the Wellington City Council traffic restrictions that would enable the creation of a two-way seaward side cycle path around Evans Bay Parade from the intersection of Carlton Gore Road to just north of Greta Point. These recommendations support the achievement of the Council's Transport Strategy outcomes of safety, accessibility, efficiency and sustainability.

### Summary

2. Improvements for people on bikes on Evans Bay Parade have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$6 million to the development of a safe cycleway in this corridor in the 2015-2019 LTP period. The \$6 million investment will receive a subsidy from central government and direct investment of \$4 million.
3. Public feedback has previously prioritised the Evans Bay Parade cycleway as it provides a critical connection between Miramar, Kilbirnie and the city centre.
4. The proposed improvements will include a new two-way raised bike path on the seaward side of Evans Bay Parade. The size and types of facilities will provide for future growth.
5. A community working group initially considered 27 options which they short listed to 4 options. The four options were reduced to two options because they were similar. The two options were provided to the public for consultation. 243 submissions were made on the two options, and the feedback was used to create a final option.
6. Consultation was undertaken on the final option through the traffic resolutions process in Nov/Dec 2017.
7. 204 Submissions were received from the consultation with the questions and results summarised below:

Questions	People answered question	Yes	Yes, but with changes	No
Overall, do you support the proposal for a two-way bike path on the seaward side, separated from traffic and the footpath, and the associated changes?	195	57%	16%	27%
Do you support the proposed improvements to Evans Bay for people walking?	187	73%	11%	16%
Do you support the proposed changes to bus stops	181	79%	7%	14%

8. The questionnaire included the following: *How important is it to connect this proposed bike path with the safer city-wide cycling network?*

172 submissions received :

- Very important - 56%
- Important - 11%
- Moderately important - 9%
- Low importance - 7%
- Not important - 17%.

9. A majority of the public are supportive of the Evans Bay cycleway, which incorporates walking and bus improvements.
10. Within the plans there are several constrained locations. It is recommended that the constrained locations are further developed to enable the pinch points to be widened to the desirable widths consistent with the Great Harbour Way. It is estimated the additional improvement will bring the total cost of the project to \$10 million.

## **Recommendations**

That the City Strategy Committee:

1. Receive the information.
2. Agree the Evans Parade Cycleway shall be a two-way cycle path on the seaward side of the road adjacent to the footpath.
3. Agree the Council officers should develop the concept design with the additional improvements from the Value Opportunities Report and bring the traffic resolution back to Council for approval if needed.
4. Note that portfolio leaders for cycling and transport are to work closely with officers to do the additional work required in addressing the pinch points, final parking locations and pedestrian crossing locations.
5. Agree that the project budget should be increased to \$10 million to allow the pinch points issues to be resolved to create facilities that would meet the desires and expectations of the public consistent with the Great Harbour Way. The additional funding can be found from existing budgets by extending the construction period beyond 2018/19.

## **Background**

11. Wellington City Council (the Council) is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, the Council has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
12. The proposed network of cycleways will provide active transport improvements to make it safer and more convenient for people on bikes and those on foot to get around.



13. The consultation for Evans Bay Parade has followed a comprehensive community process to come to the final option. The diagram below summarises the steps that were followed.



14. Following open days and community feedback about routes in 2016, we've worked closely with three eastern suburbs community working groups.
15. In March 2017, two open days were held at the ASB Sports Centre to gather initial thoughts about these eastern connector roads. Locals identified safety concerns, talked about things they valued, made suggestions, and some registered interest in being part of a community working group.
16. Key organisations, including business groups and residents associations, were invited to participate, along with a mix of people who had said they were interested.
17. Three community working groups were set up in the east to look at different parts of the network:
- Evans Bay Parade – Carlton Gore Road to Cobham Drive
  - Kilbirnie – including a connection to Newtown
  - Miramar – including a connection to Seatoun via Broadway.
18. Participants in the groups had a wide range of different views, hopes and concerns, and a willingness to consider all perspectives and work together to find solutions.
19. The working groups spent many hours poring over plans, asking questions, looking at things from a range of different perspectives, debating the pros and cons, grappling with challenges and trade-offs, thinking about all the possibilities, and whittling down the alternatives. They talked about parking, resident and business needs, trees, heritage features, lane widths, safer speeds, driveways, existing safety issues, pedestrian crossings, intersections and bus stops.
20. Decisions on which options to progress were influenced by what people told us, the funding available, more detailed information about likely costs for the different projects, and a desire to start with busy sections that will make the biggest contribution to the planned network.
21. In September 2017, Wellingtonians had the opportunity to comment on short-listed options for Evans Bay Parade as well as those listed in the Kilbirnie connections consultation that ran concurrently.
22. More than 400 people attended open days at ASB Sports Centre, and 582 people made online or written submissions. The Council analysed the feedback to help

determine which design for the various streets to progress, and then sought final feedback on revised proposals in late 2017. This included more open days at the ASB Sports Centre.

**Discussion**

23. The Evans Bay traffic resolution was advertised for 4 weeks with feedback closing on 11 December 2017.
24. The consultation asked the submitters if they supported the schemes. A full analysis of the feedback is in Attachment 2: Evans Bay Consultation Results.
25. There is public support for the project which extends from the extremely popular Oriental Parade recreational area.
26. In August 2016 Committee agreed to a refresh of the Wellington City Cycleway Programme and prioritised the Bays Connections route. This route would be developed in the short term by reallocating the existing on-road cycle lanes to a two-way seaward side bike path.
27. It was considered that reallocating the on-road lanes to an off-road path would be an interim measure ahead of a long-term widening by means of a reclamation/boardwalk to create a promenade extension to Oriental Bay.
28. There were a number of submissions from residents of Evans Bay who agreed that improvements for people on bikes was desirable but also felt there may be a negative impact on their property and/or parking.
29. Within the proposed layout, there are several constrained sections along the corridor which do not meet the desirable widths.
30. Further investigations have been undertaken to look at the original scope, pinch points and concerns from adjacent residents. We have also looked at how to prioritise the improvements. These improvements can be found within the Value Opportunities Report attached.
31. It is recommended the following improvements are incorporated into the project.

Section	Recommended Option
Section 1 – Point Jerningham	Option 1 – Extend existing seawall
Section 2 – Little Karaka Bay	Option 1/2 – Reduce/Remove Parking - preferred (Option 3B/3C - Expand towards sea)
Section 3 – Balaena Bay North	Option 1 – Extend existing seawall
Section 4 – Balaena Bay	Option 2B/2C – Expand towards sea
Section 5 – Maida Vale Road Intersection	Option 1 – Extend existing seawall
Section 6 – Kio Bay	Option 3 – Relocate pedestrian crossing and place southbound bus stop in-lane - preferred (Option 1 – Extend existing seawall)

32. The additional improvements are estimated to cost an addition \$4 million which would increase the overall cost of the project million to \$10 million. See attachment 1.

33. It is believed that the additional funding would come from future cycling programme funding and reprioritisation of funding yet to be allocated.
34. The additional work would be subject to resource consent as much of the work requires making alterations, albeit minor, within the coastal marine area. In cases where seawalls need to be increased in height, a building consent may also be required.
35. Subject to committee approval, officers will develop a programme to ensure work is being progressed in the areas that can be achieved now while consents required for other areas are being sought.

### **Next actions**

36. Subject to approval of this paper by committee, officers have a number of key actions to undertake over the next few months before an anticipated construction start date of September. These key activities include:
  - completing the concept-stage safety audit and undertaking a design stage safety audit
  - completing the Detailed Business Case and applying to the NZ Transport Agency for construction subsidy approval
  - completing the landscaping design
  - prepare construction drawings
  - acquire resource consents for sea walls within the coastal marine area
37. Construction is expected to take 12 months with an anticipated start date of September 2018.

### **Attachments**

- |               |  |         |
|---------------|--|---------|
| Attachment 1. | Evans Bay Parade - Value Opportunities Report: Executive Summary <a href="#">↓</a> | Page 65 |
| Attachment 2. | Evans Bay Parade Plans (Used for consultation) <a href="#">↓</a>                   | Page 67 |
| Attachment 3. | Evans Bay Consultation Results (separately enclosed)                               |         |

Authors	Daniel Cairncross, Principal Transport Engineer Paul Barker, Planning Manager, Network Improvement
Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Comprehensive consultation has been undertaken for this project as outlined in the Design report.

### **Treaty of Waitangi considerations**

There were no specific considerations as part of this paper, however Mana Whenua have been extensively involved in the development of the detailed plans. A cultural impact assessment will form part of the resource consent application for work within the coastal marine area.

### **Financial implications**

The budget for the project is \$6.0m. The Transport Agency has allocated \$2.0m from each of the NLTF and UCP budgets. The remaining \$2.0m is to be funded by Wellington City.

### **Policy and legislative implications**

This is consistent with the Cycling Policy

### **Risks / legal**

Not applicable

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

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change. The improvements identified also enable consideration of improved sea level and storm related resilience.

### **Communications Plan**

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

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

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



## Executive Summary

Tonkin & Taylor Ltd (T+T) prepared a concept-level traffic resolution design for the Evans Bay Parade cycle path. The traffic resolution design does not consistently provide desirable cycle path and pedestrian footpath widths due to limitations in the current available corridor width. This report provides details on the constrained sections of the project route, the recommended design to obtain additional width in each section, and the rough order cost estimates of the design.

As the Evans Bay cycleway project route falls within the GHW route, the GHW target standards have been considered when determining the desirable widths of the facilities.

Six areas of the project route have been identified as constrained. For each section, value opportunities that would provide sufficient additional width, in order to achieve desirable facility widths have been presented. The value opportunities have been assessed through a Multi-Criteria Analysis (MCA) to determine the preferred design option for each section. The intention of the MCA was to select a preferred value option within each of the six constrained sections that best provided the desirable facility width, balancing transport, property and environmental effects, feasibility, and cost.

The MCA resulted in the selection of one preferred option for each of the six constrained sections.

Section	Recommended Option
Section 1 – Point Jerningham	Option 1 – Extend existing seawall
Section 2 – Little Karaka Bay	Option 1/2 – Reduce/Remove Parking - preferred (Option 3B/3C - Expand towards sea)
Section 3 – Balaena Bay North	Option 1 – Extend existing seawall
Section 4 – Balaena Bay	Option 2B/2C – Expand towards sea
Section 5 – Maida Vale Road Intersection	Option 1 – Extend existing seawall
Section 6 – Kio Bay	Option 3 – Relocate pedestrian crossing and place southbound bus stop in-lane - preferred (Option 1 – Extend existing seawall)

Where a section has more than one option listed (second option in brackets) this identifies a second preference for WCC consideration, with further detail on effects and cost provided in Section 4.2.

The estimated rough order capital cost of construction for all of the recommended value options is between \$3.2M and \$5.1M (excluding GST, preliminary and general costs, traffic management costs, professional fees, and contingency). A breakdown of the estimated costs is provided in the table below.



Section	Total Rough Order Cost Estimate
Section 1 – Point Jerningham	\$1.2M
Section 2 – Little Karaka Bay	\$0M to \$0.95M
Section 3 – Balaena Bay North	\$1.0M
Section 4 – Balaena Bay	\$0.7M to \$1.6M
Section 5 – Maida Vale Road Intersection	\$0.35M
Section 6 – Kio Bay	\$0
	<b>\$3.2M to \$5.1M</b>

Total rough order costs have been estimated for the project if both the traffic resolution and all of the recommended value opportunities were implemented. The estimated total capital cost of construction is \$10.1M, with \$5.0M for the traffic resolution works and \$5.1M for the recommended additional works (excluding GST, preliminary and general costs, traffic management costs, professional fees, and contingency). Costs inclusive of preliminary and general, traffic management, professional fees and contingency are included in Section 5.

An assessment has been made of each of the constrained sections preferred options to assign a priority order. The purpose of this assessment is to provide guidance for where the best value investment in the additional scope items could be prioritised. The recommended treatment options, listed in order from highest to lowest priority as per the assessment, are as follows:

1. Section 1 – Point Jerningham
2. Section 4 – Balaena Bay
3. Section 2 – Little Karaka Bay
4. Section 5 – Maida Vale Road Intersection
5. Section 3 – Balaena Bay North

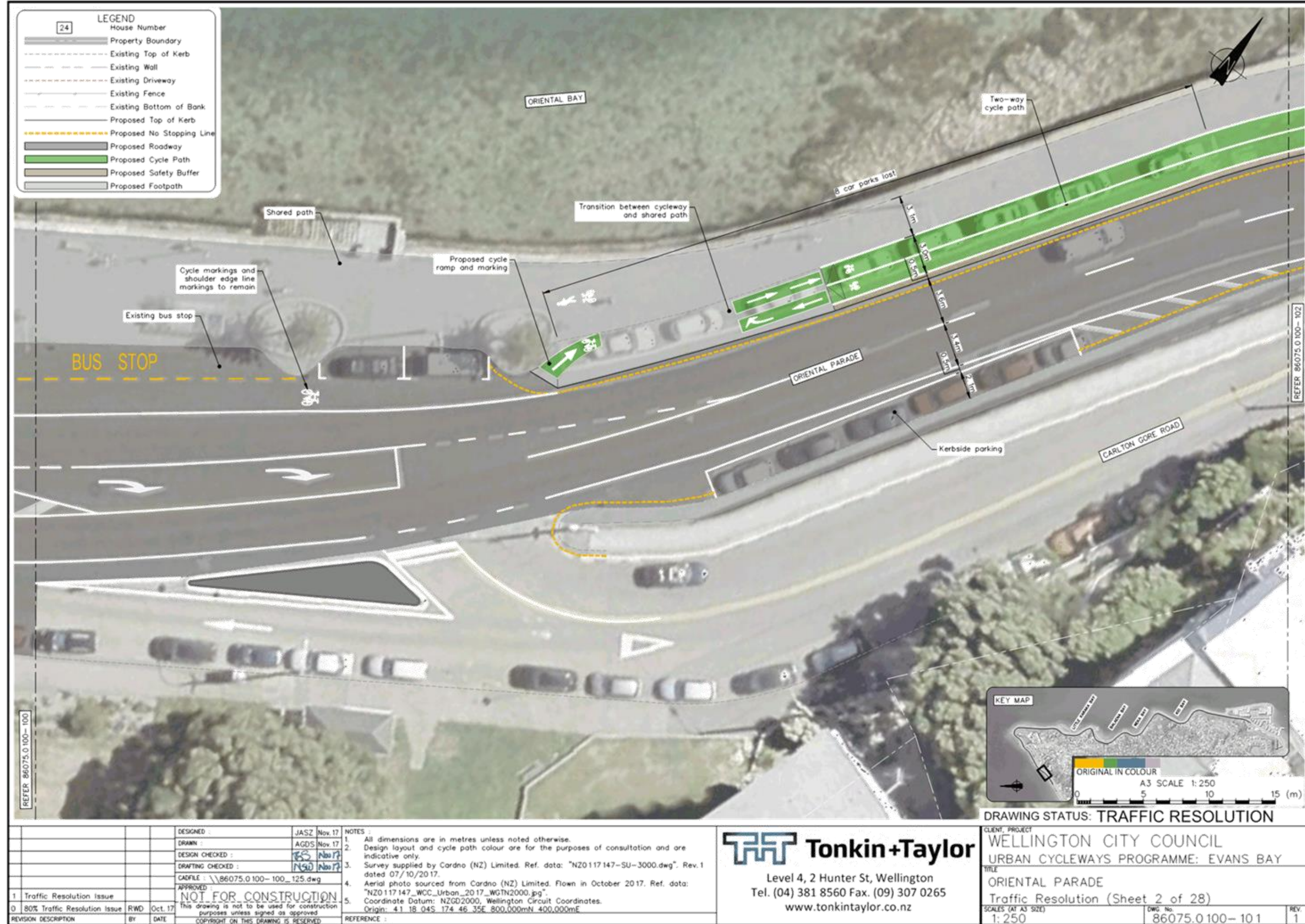
Seeing as the preferred treatment option for Section 6 – Kio Bay (relocate pedestrian crossing and place bus stop in-lane) does not increase the cost of the traffic resolution design, rather being a minor design change within the existing corridor, it is recommended WCC consider the changes in Kio Bay as part of an amended traffic resolution design. The alternative option for Kio Bay, which proposes extension of the existing seawall, has an indicative rough order cost of \$1.6M.

All of the sections above require extension of existing seawalls, or expansion into the coastal marine area, as a first preference option, or in the case of Little Karaka Bay and Kio Bay, second preference option. These activities require Resource Consent, with consenting timeframes ranging from three to six months, which when combined with construction timeframes are likely to have impacts on the ability to deliver within the Urban Cycle Programme timetable.

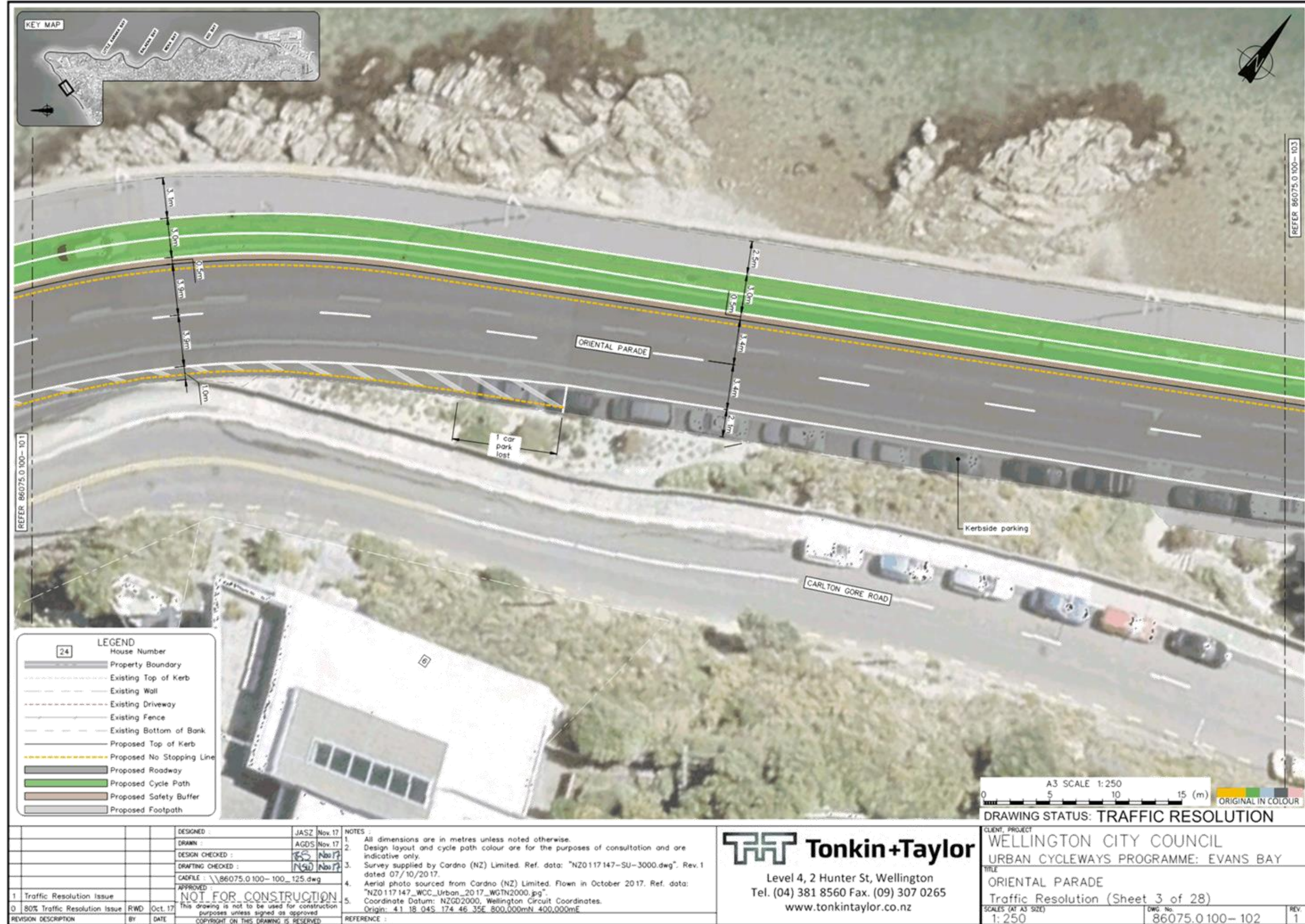




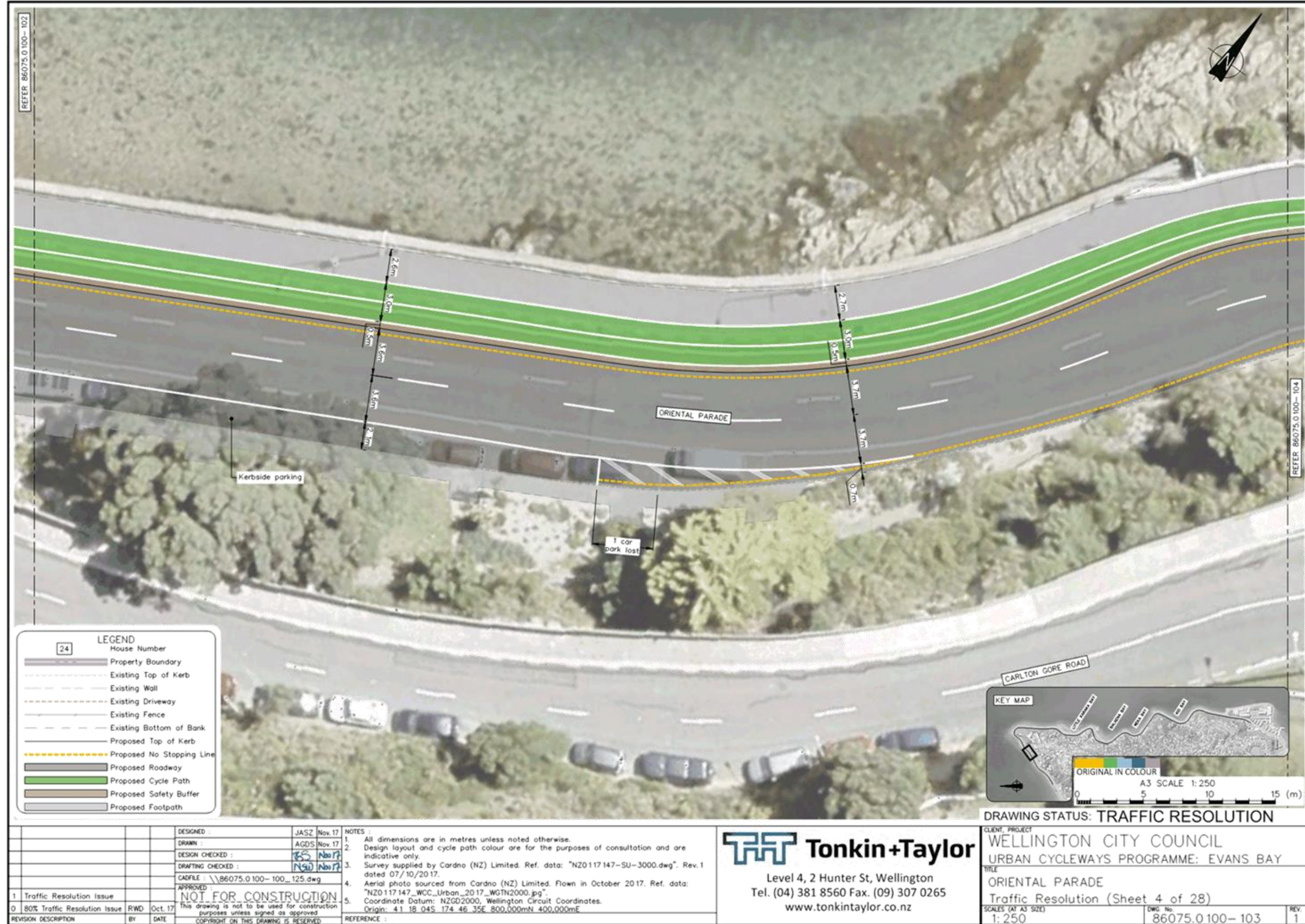




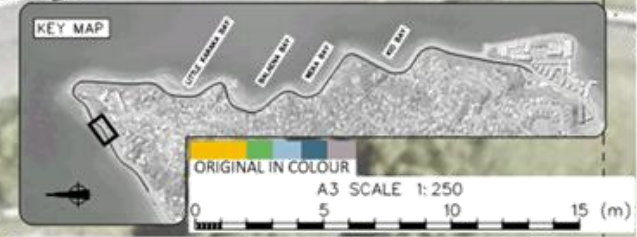








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[Dotted line]	Existing Wall
[Dashed line]	Existing Driveway
[Dotted line]	Existing Fence
[Dashed line]	Existing Bottom of Bank
[Dashed line]	Proposed Top of Kerb
[Dashed line]	Proposed No Stopping Line
[Green fill]	Proposed Roadway
[Green fill]	Proposed Cycle Path
[Brown fill]	Proposed Safety Buffer
[Grey fill]	Proposed Footpath



REVISION DESCRIPTION	BY	DATE
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0 80% Traffic Resolution Issue	RWD	Oct. 17

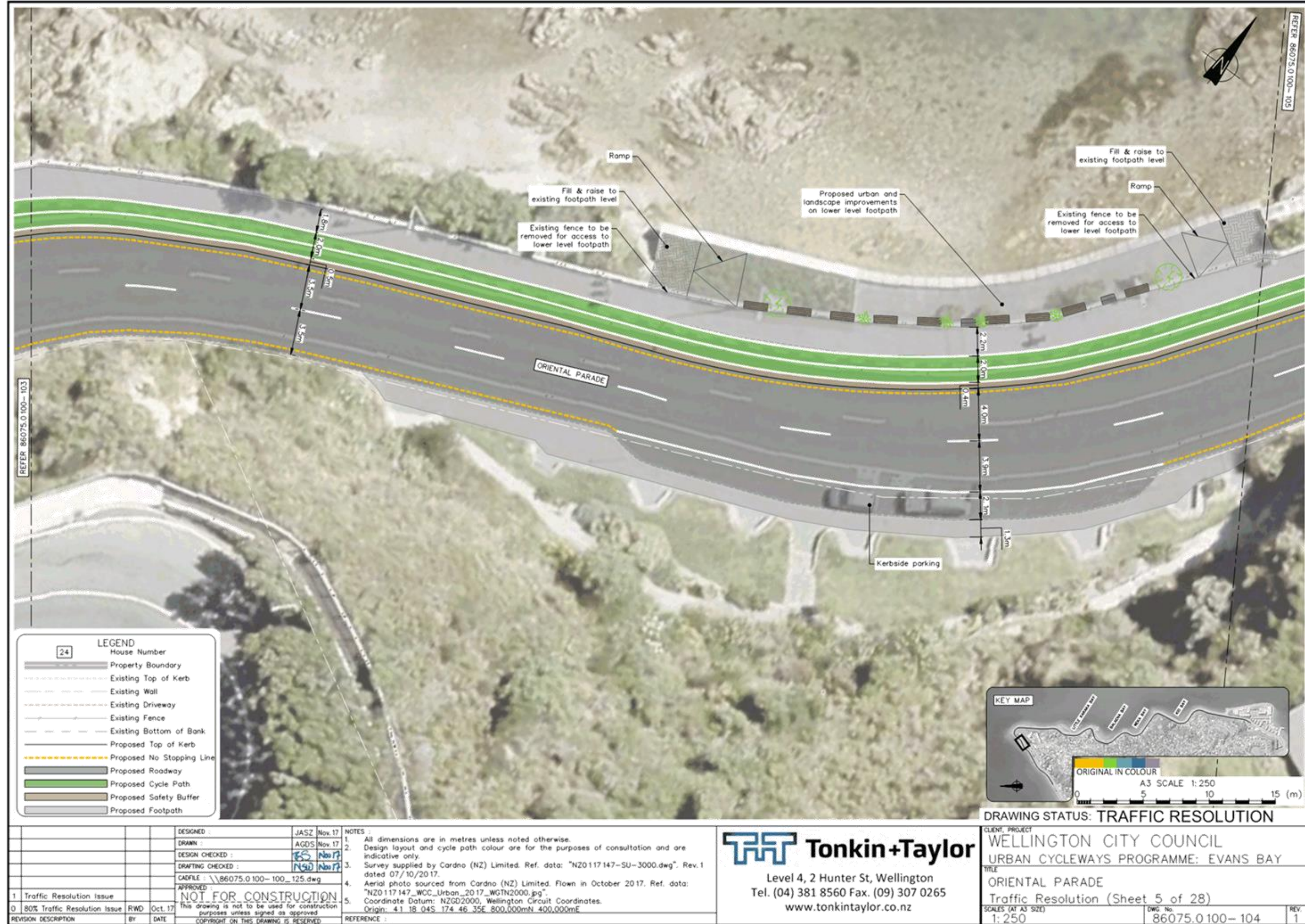
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 3. Survey supplied by Cardno (NZ) Limited. Ref. data: "NZ0117147-SU-3000.dwg". Rev. 1 dated 07/10/2017.  
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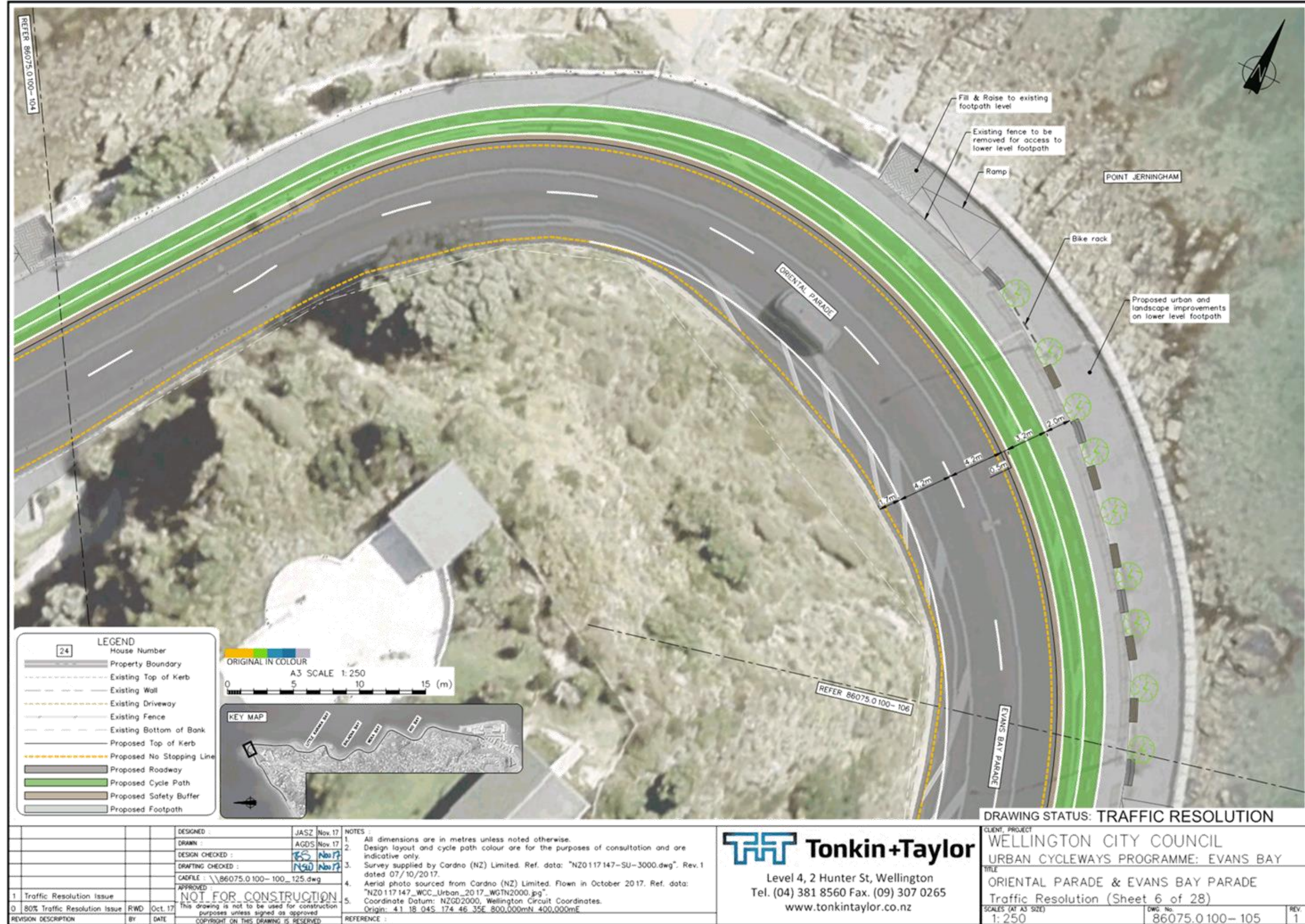
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TITLE	ORIENTAL PARADE Traffic Resolution (Sheet 4 of 28)
SCALES (AT A3 SIZE)	1:250
DWG No.	86075.0100-103
REV.	1



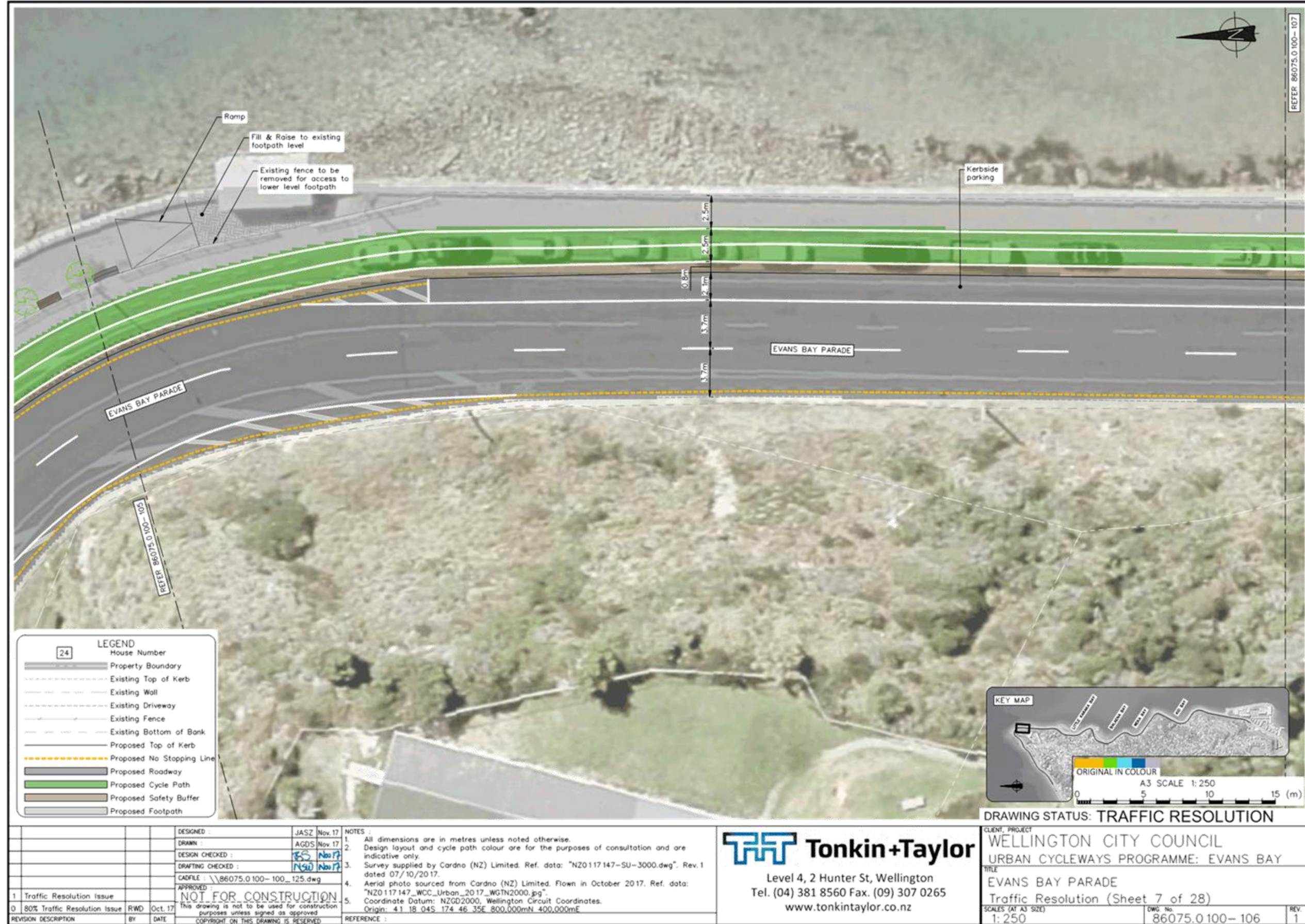


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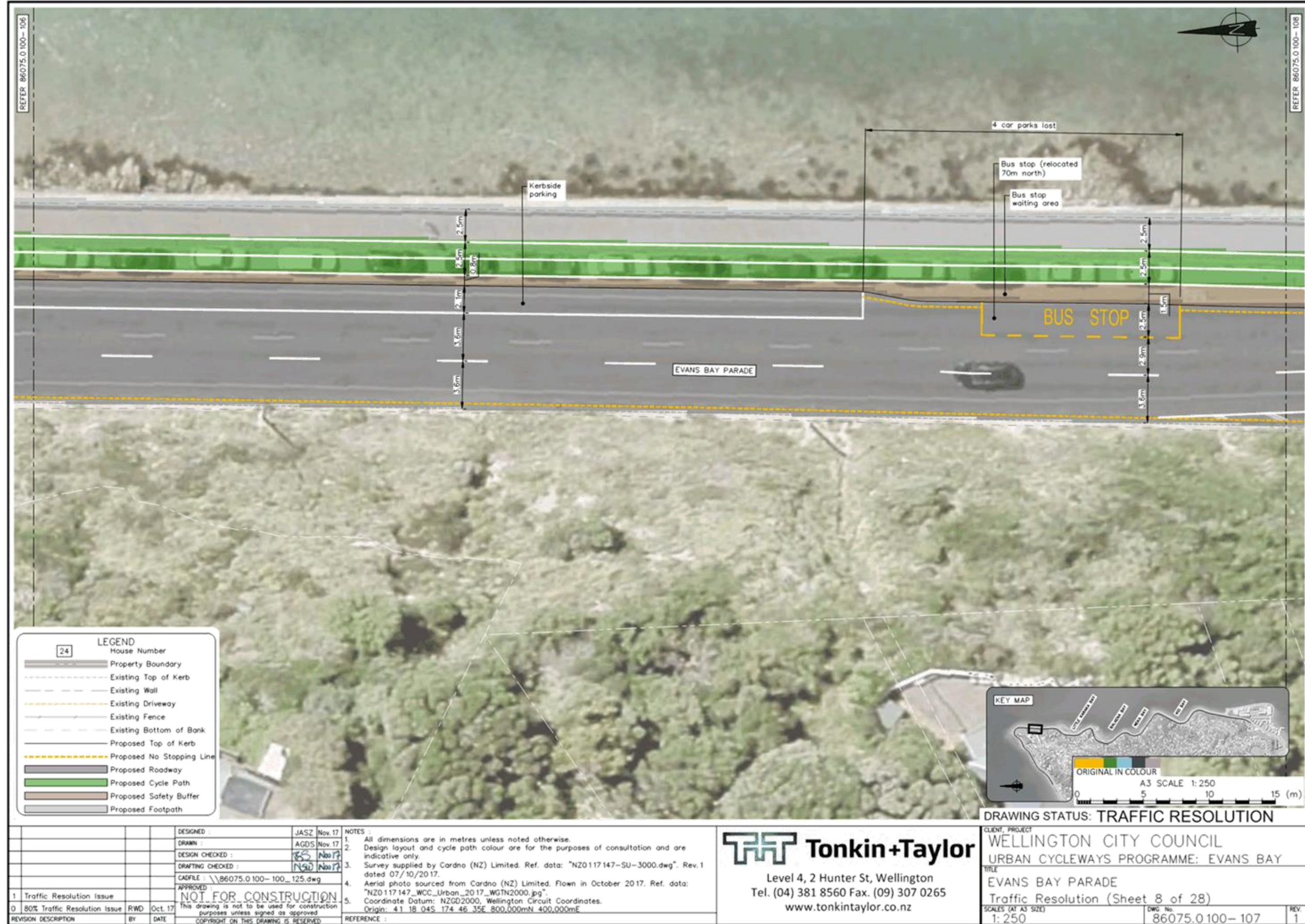






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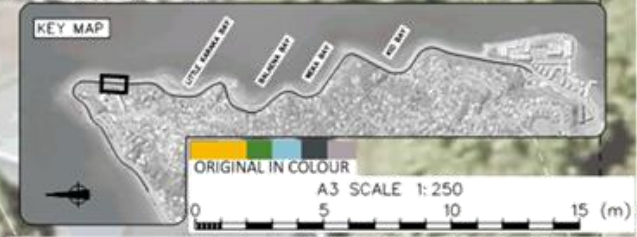
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[Green fill]	Proposed Cycle Path
[Brown fill]	Proposed Safety Buffer
[Grey fill]	Proposed Footpath

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DESIGN CHECKED :	RS	Nov. 17
DRAFTING CHECKED :	NSD	Nov. 17
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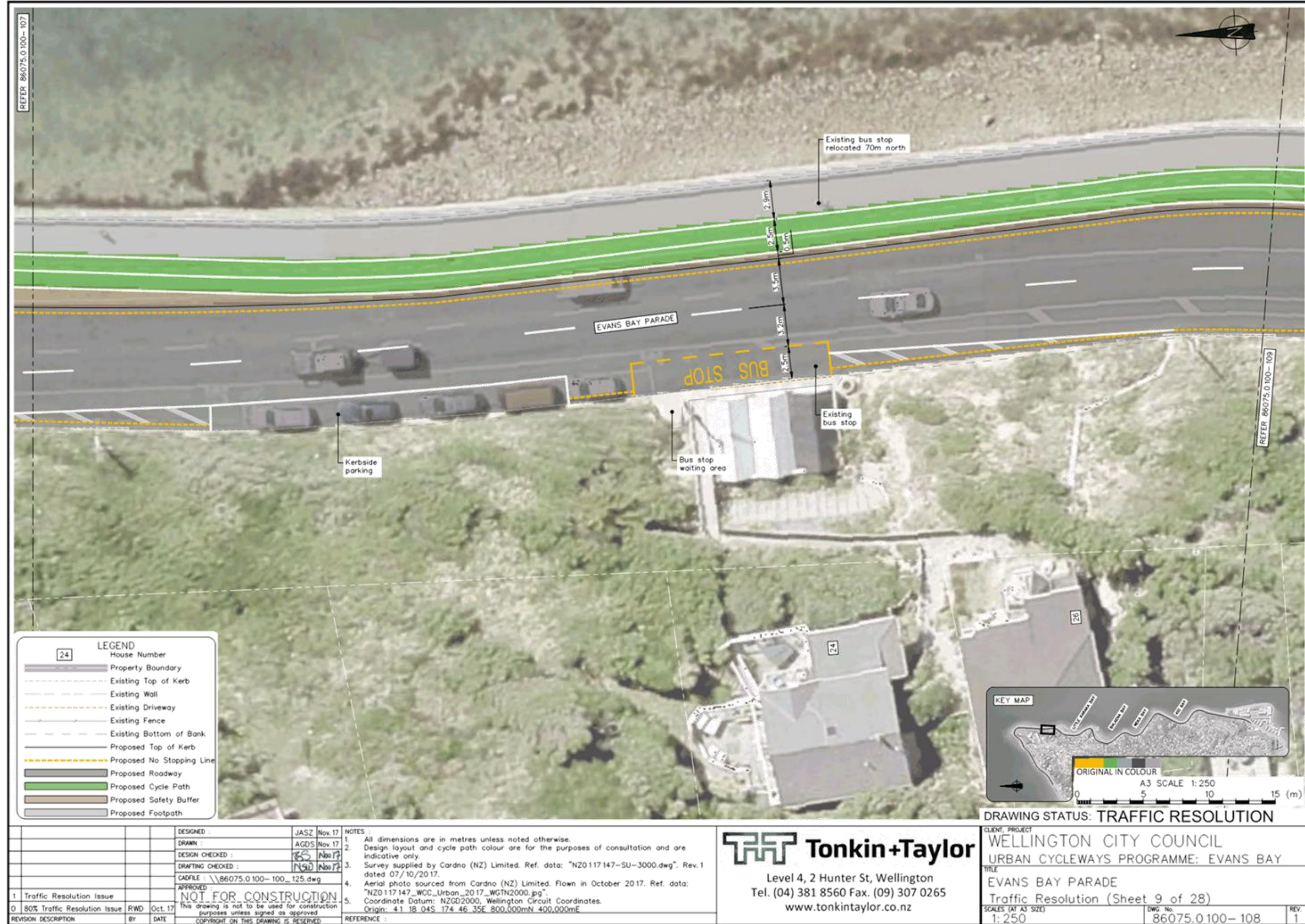
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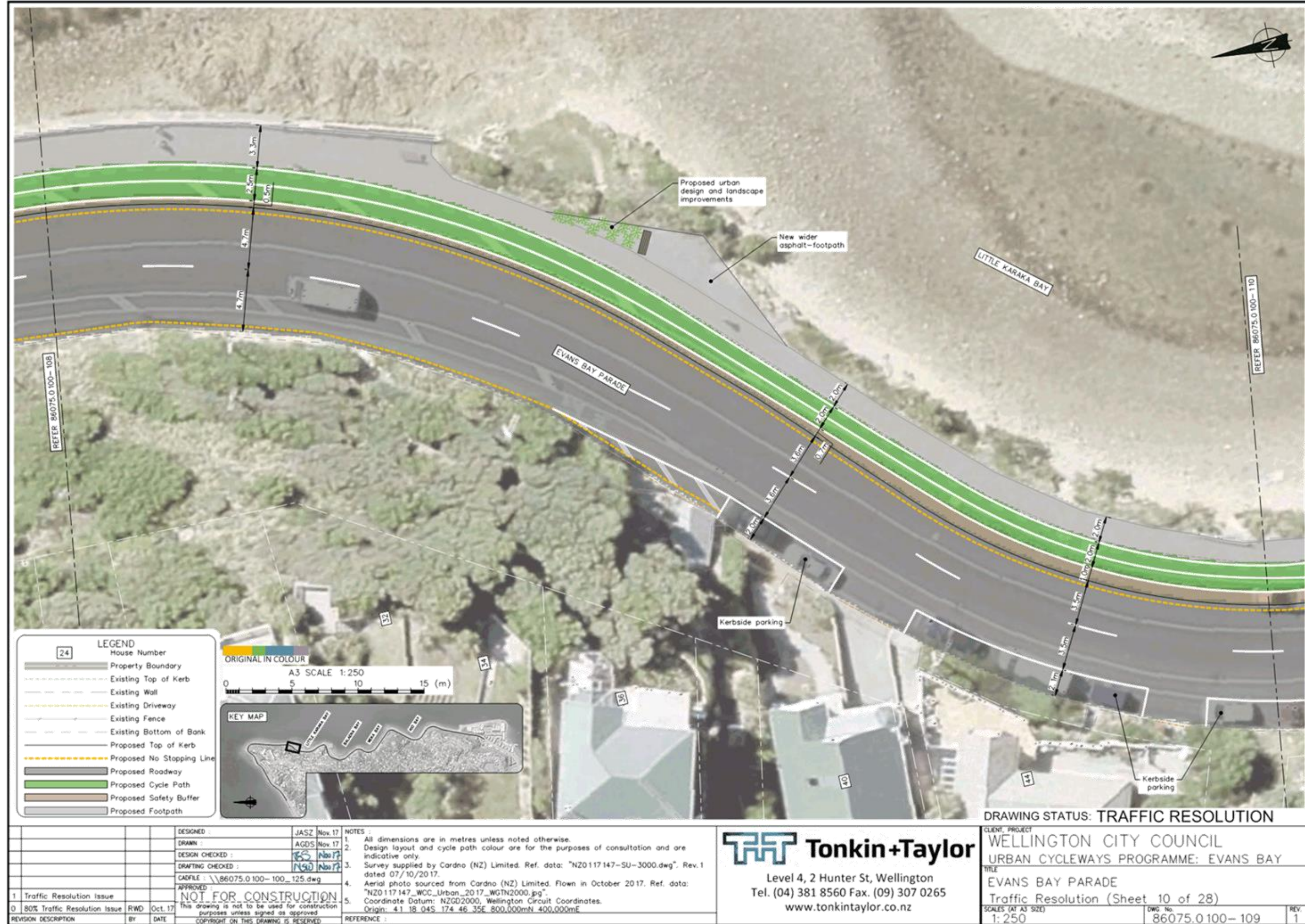
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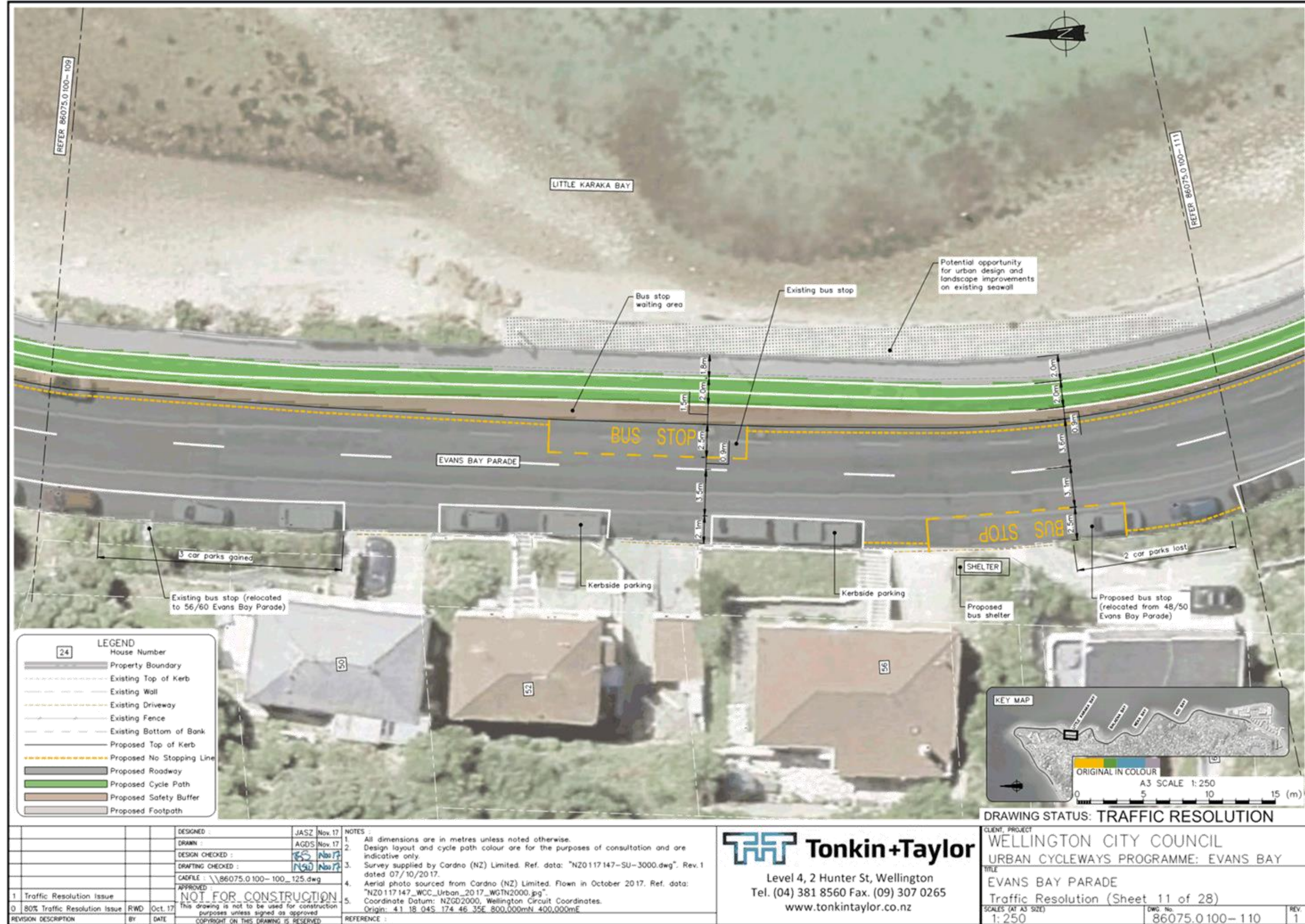


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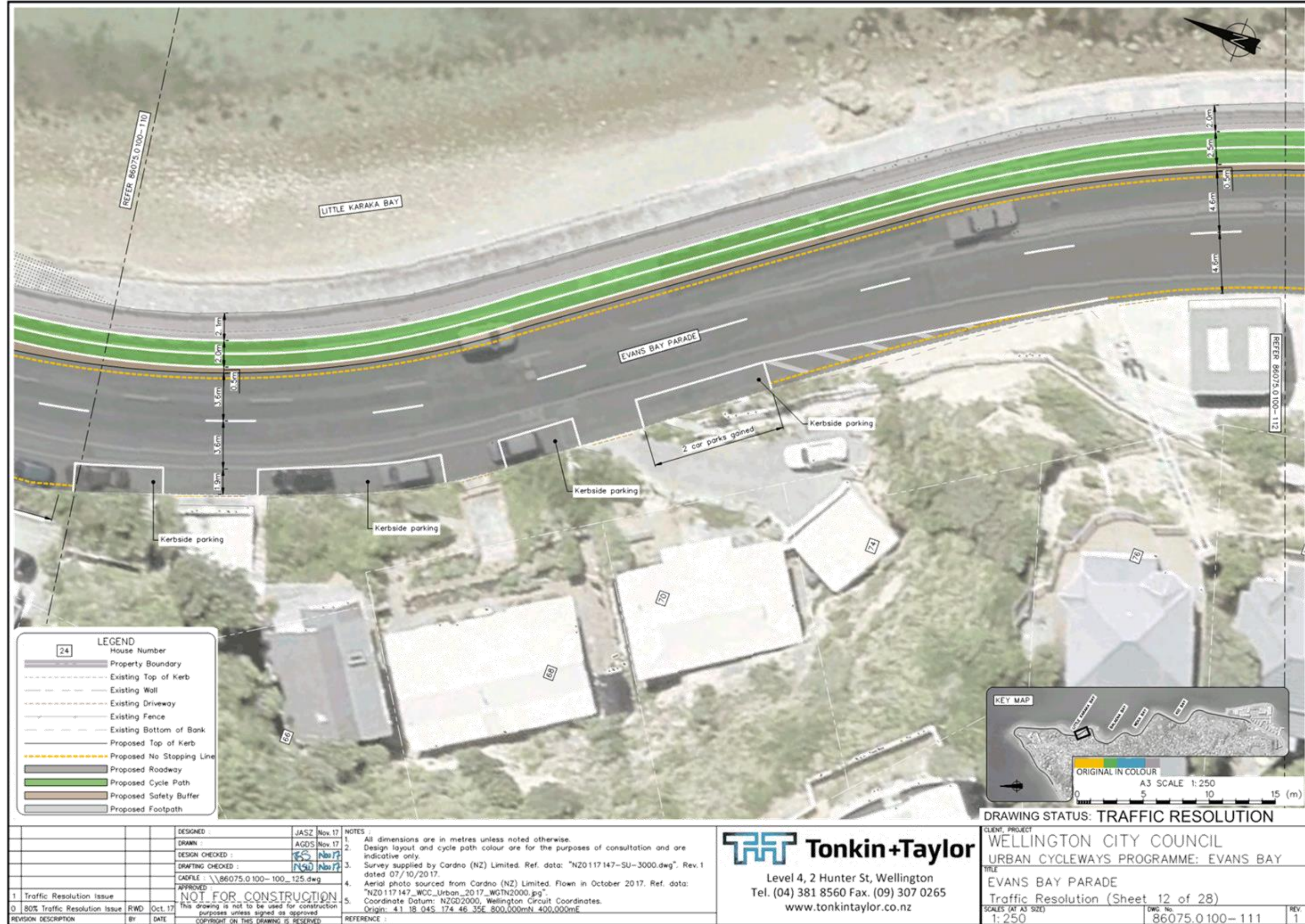






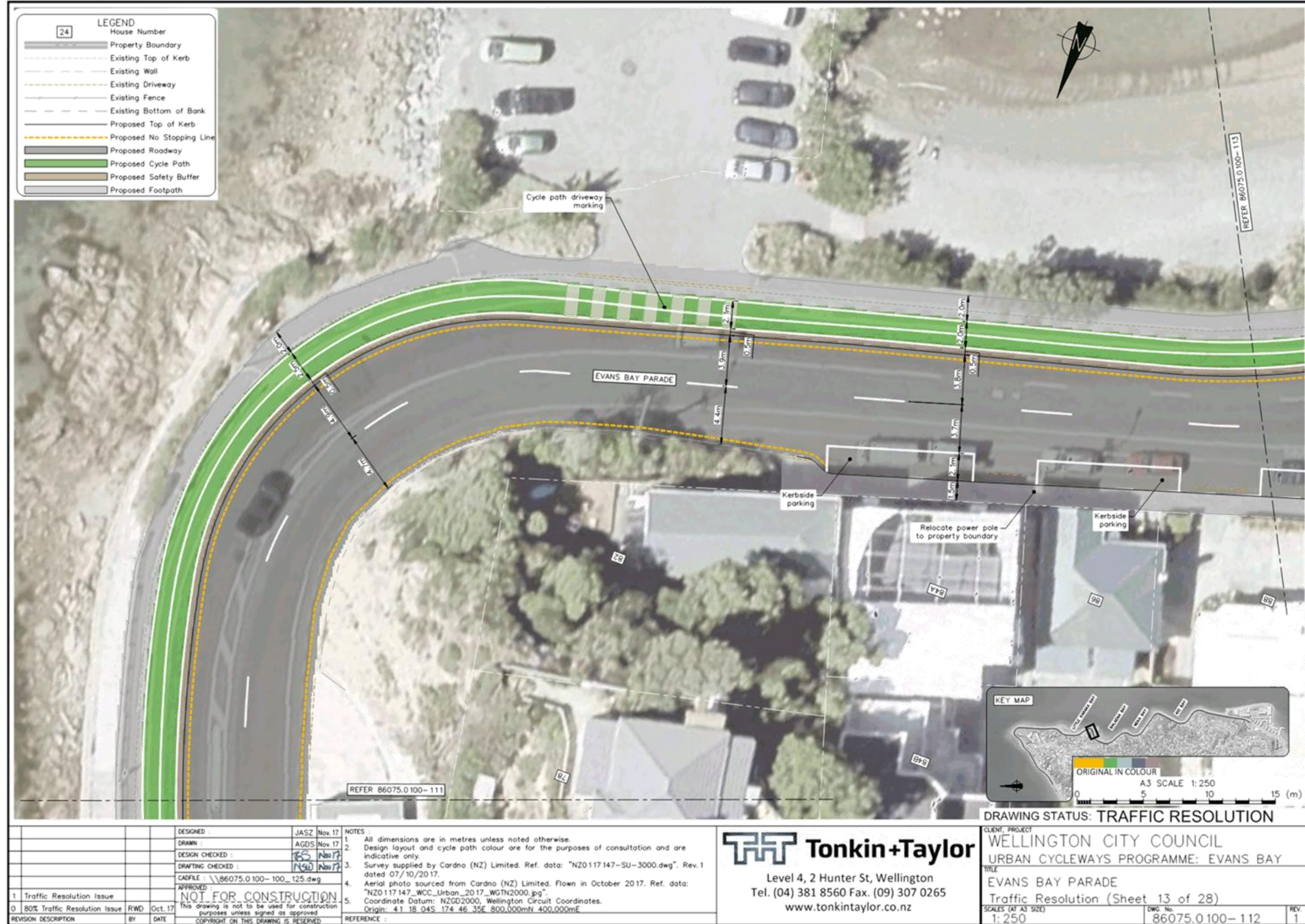
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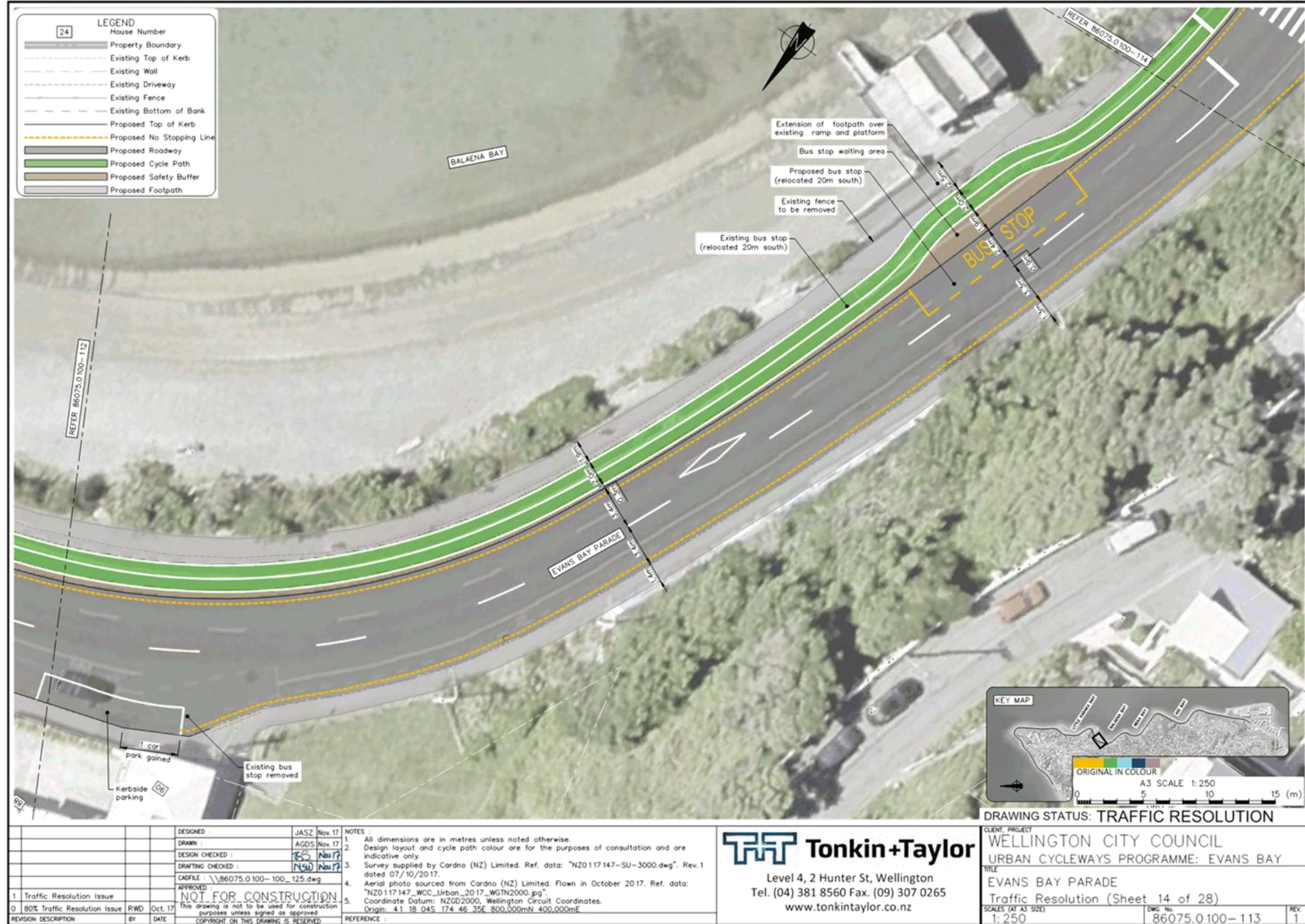
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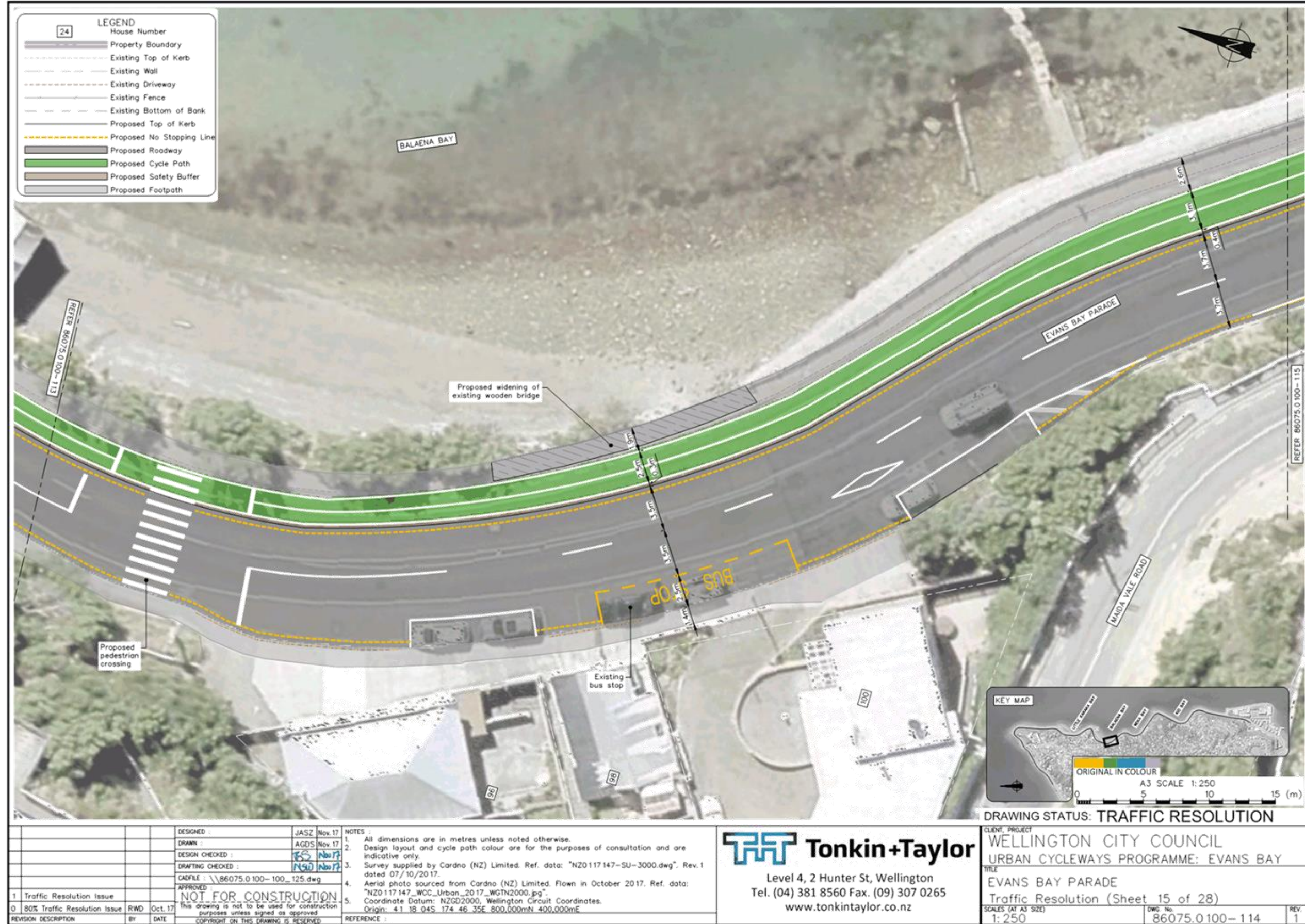


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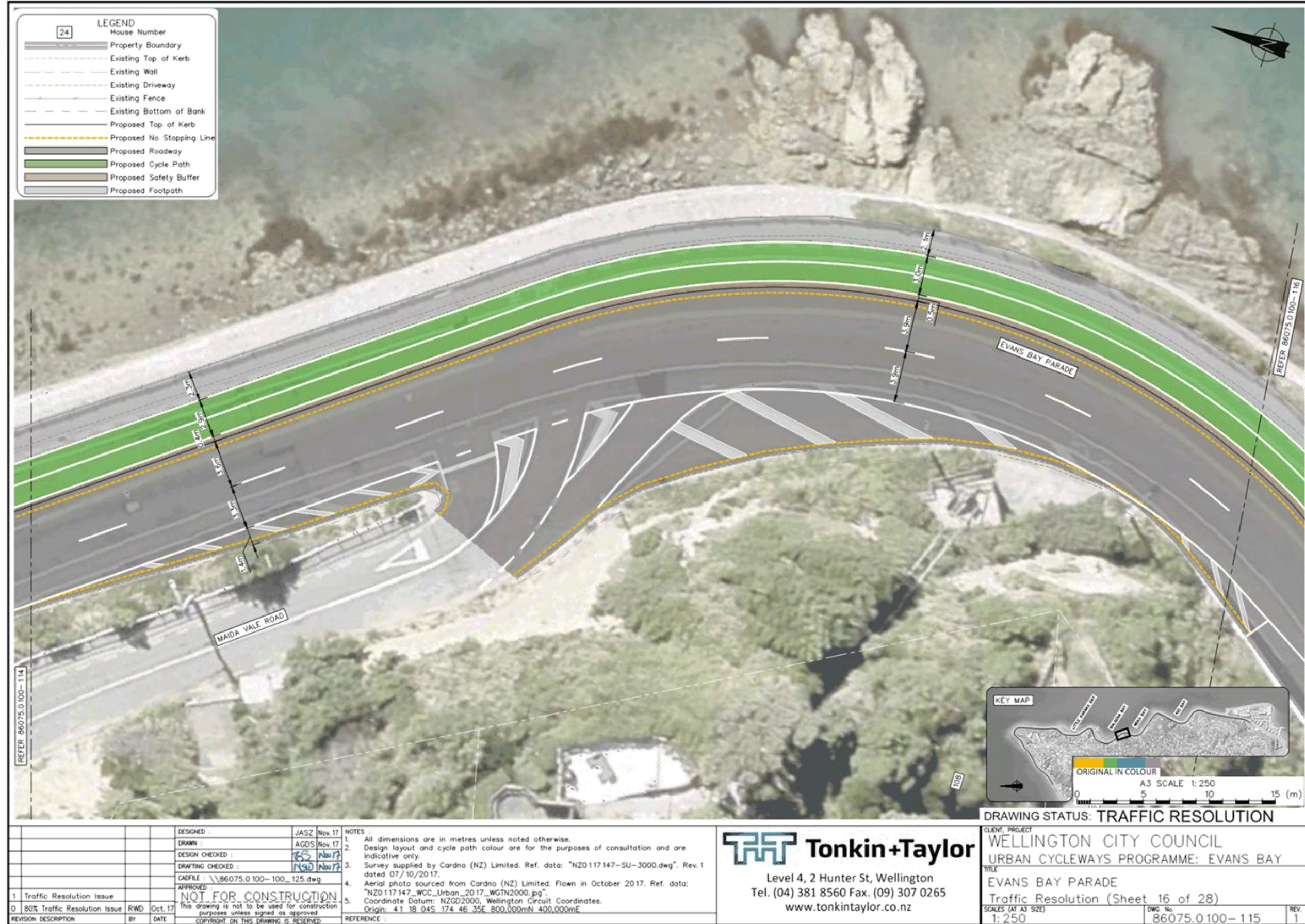




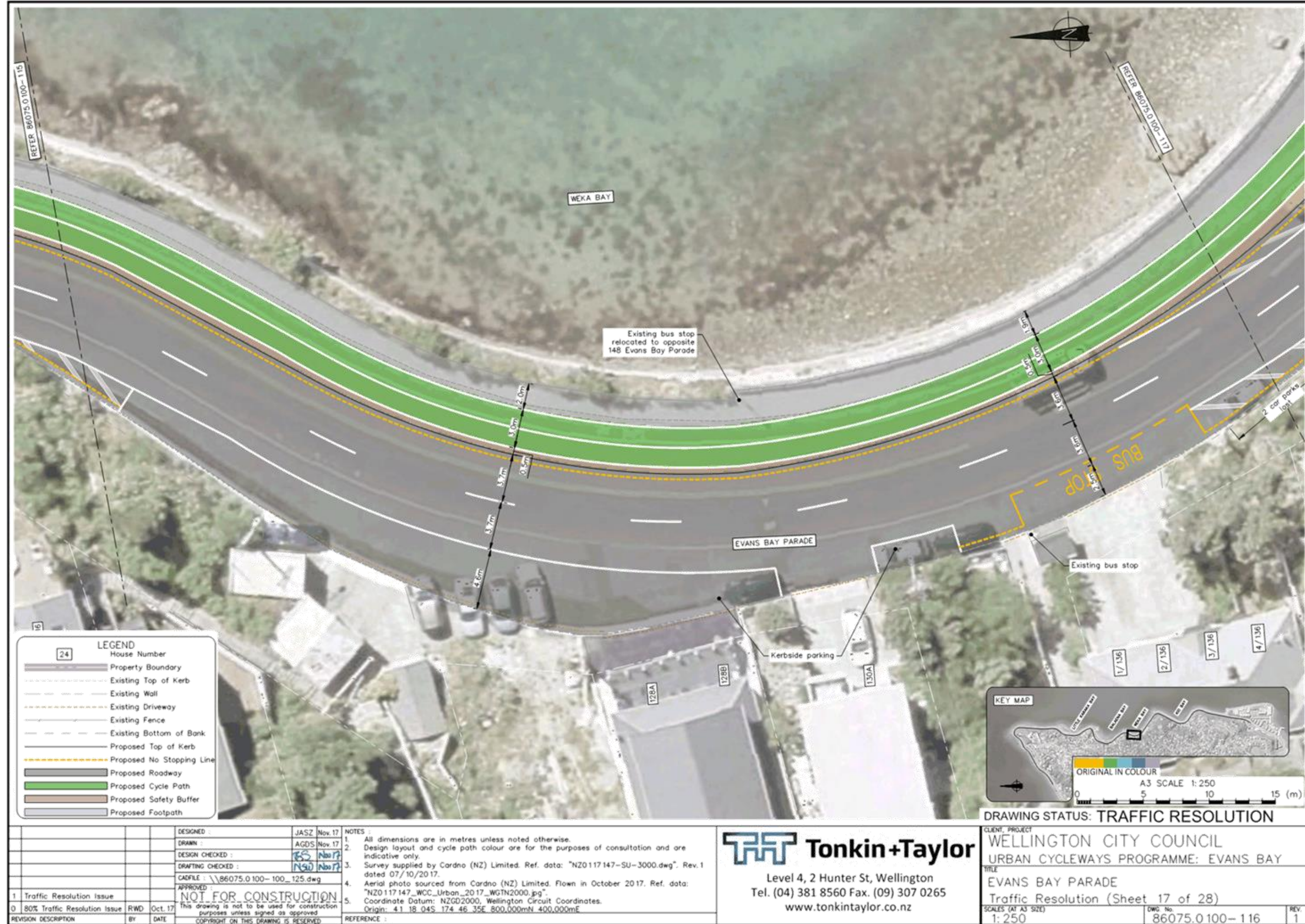






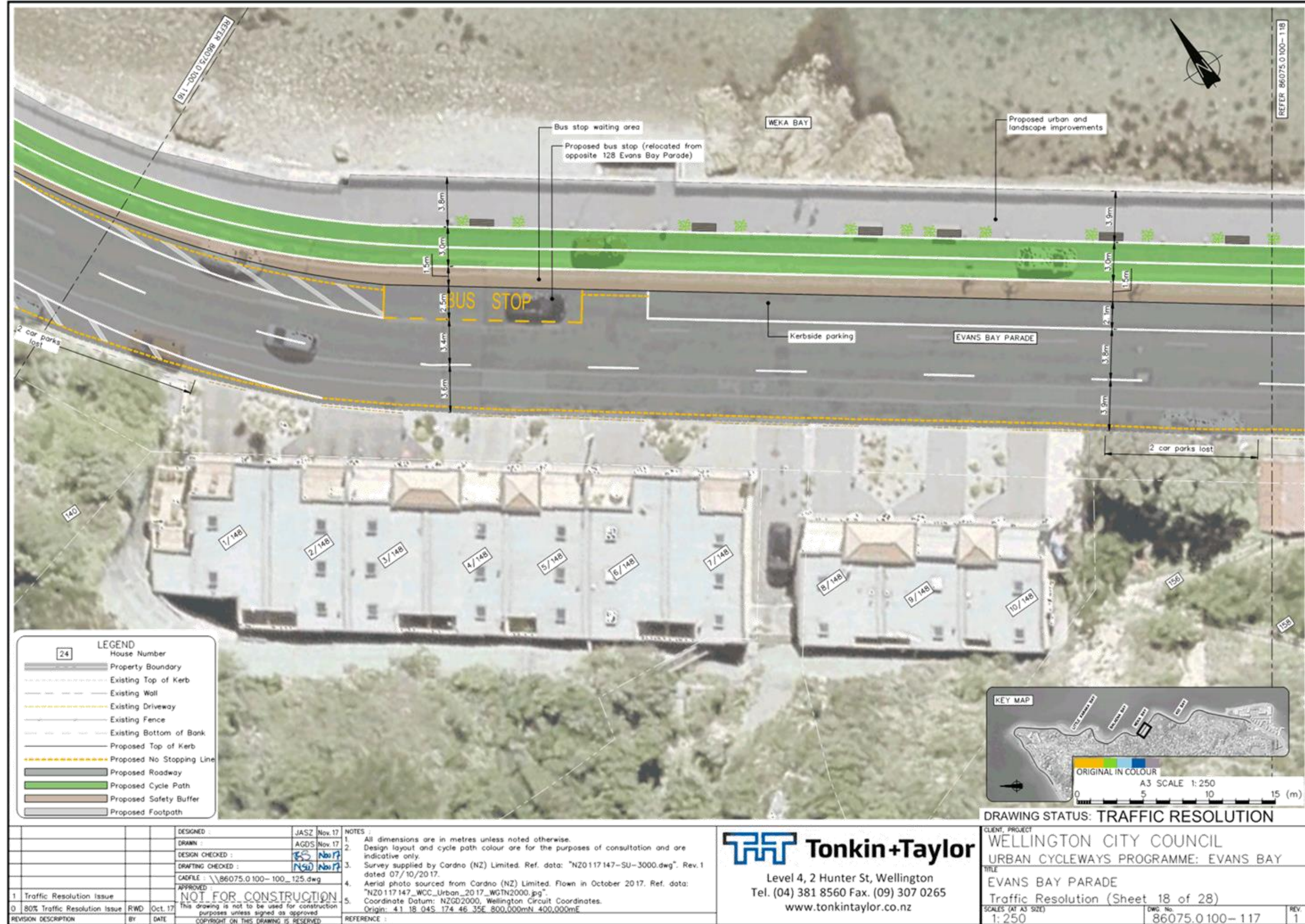






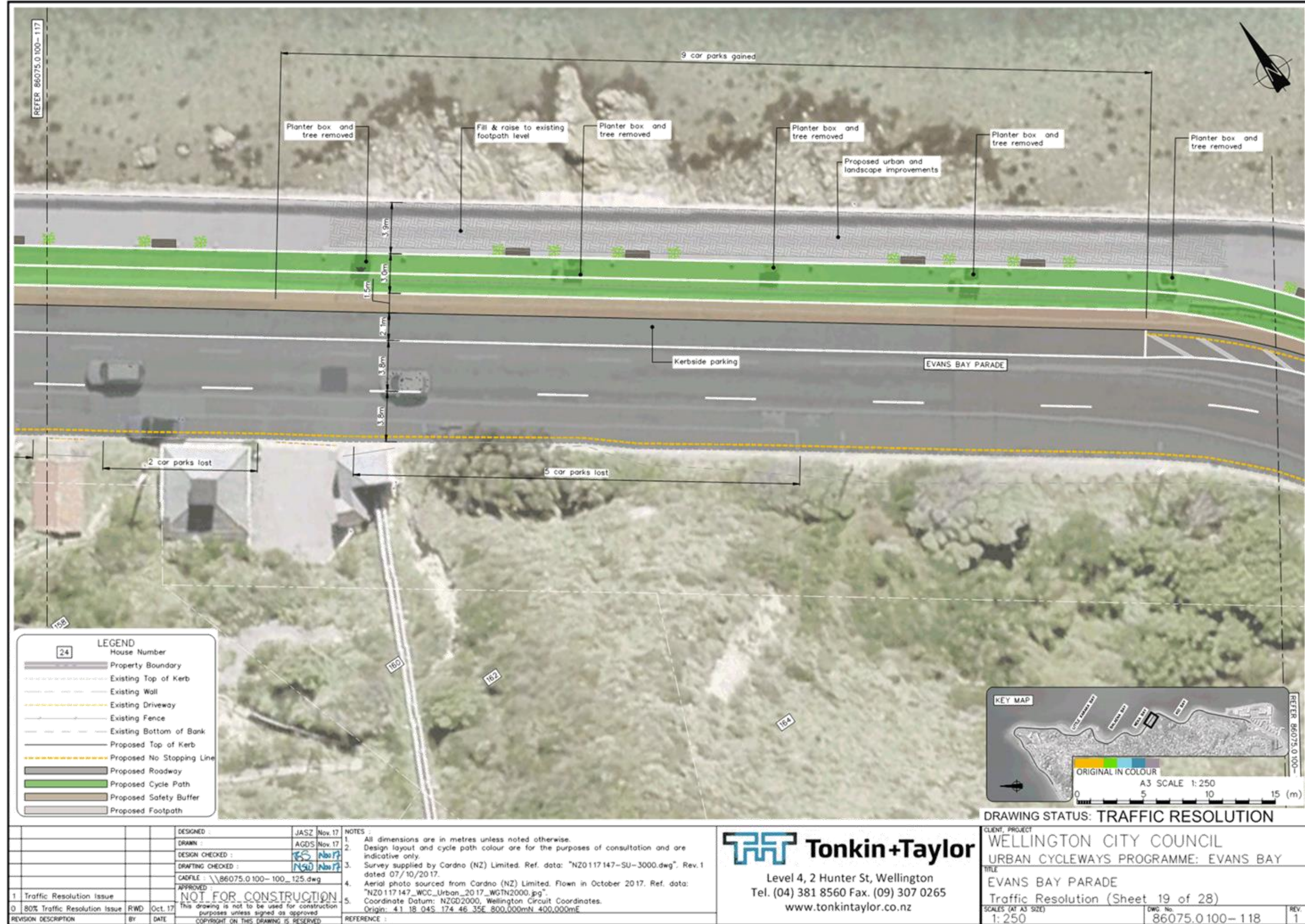
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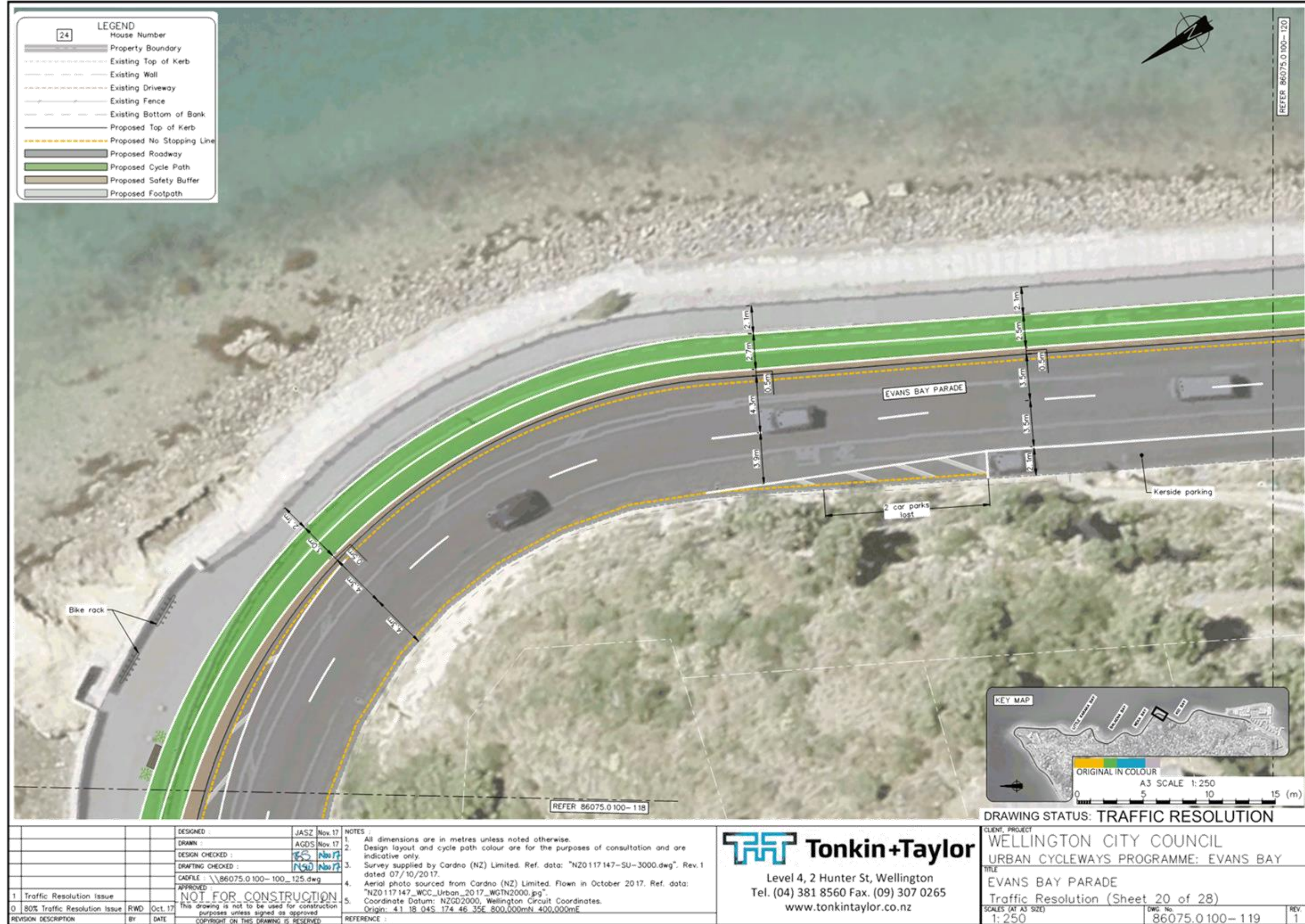
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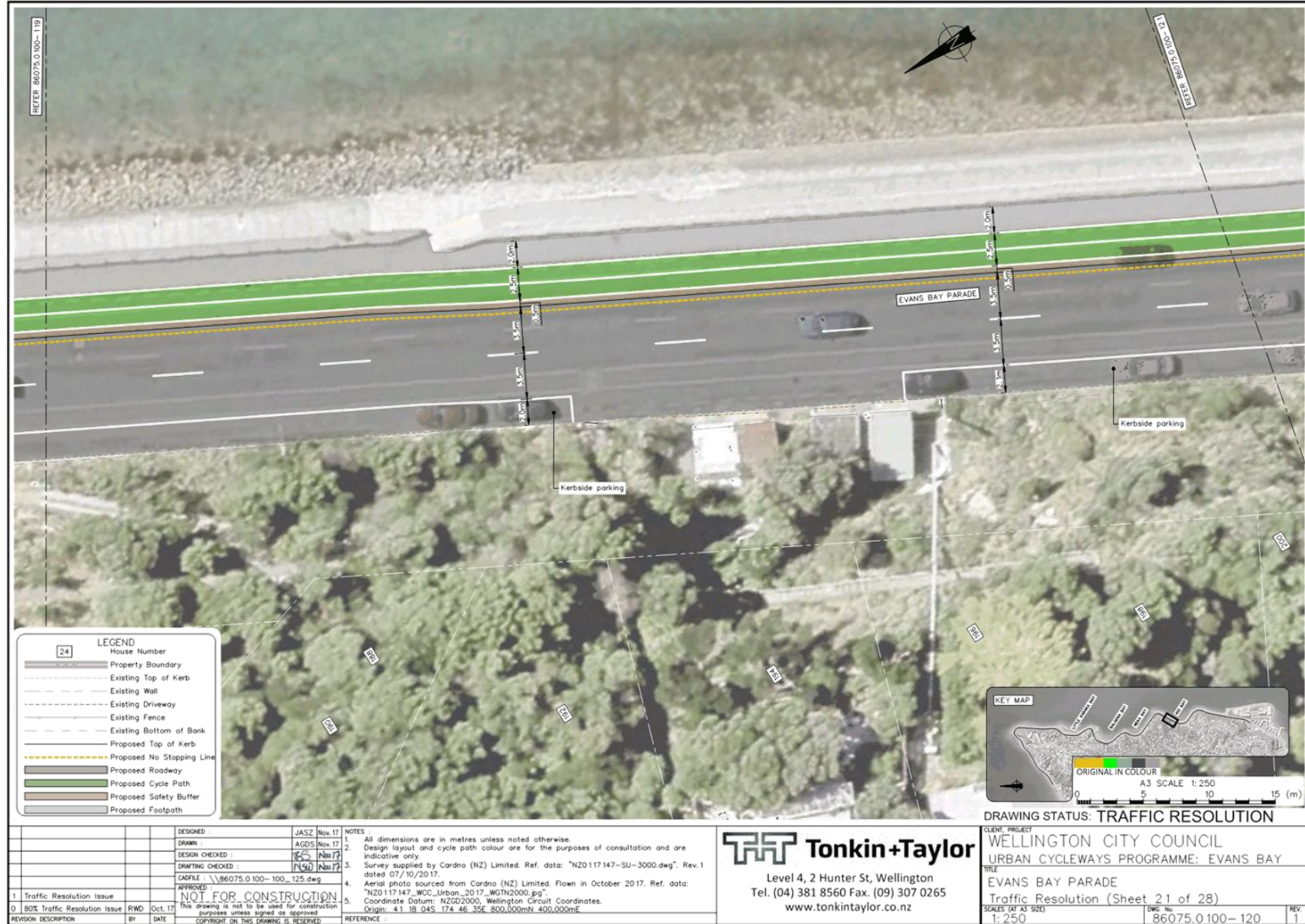


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[Dashed line]	Proposed Top of Kerb
[Dashed line]	Proposed No Stopping Line
[Green fill]	Proposed Roadway
[Light Green fill]	Proposed Cycle Path
[Orange fill]	Proposed Safety Buffer
[Grey fill]	Proposed Footpath

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0 80% Traffic Resolution Issue	RWD	Oct. 17

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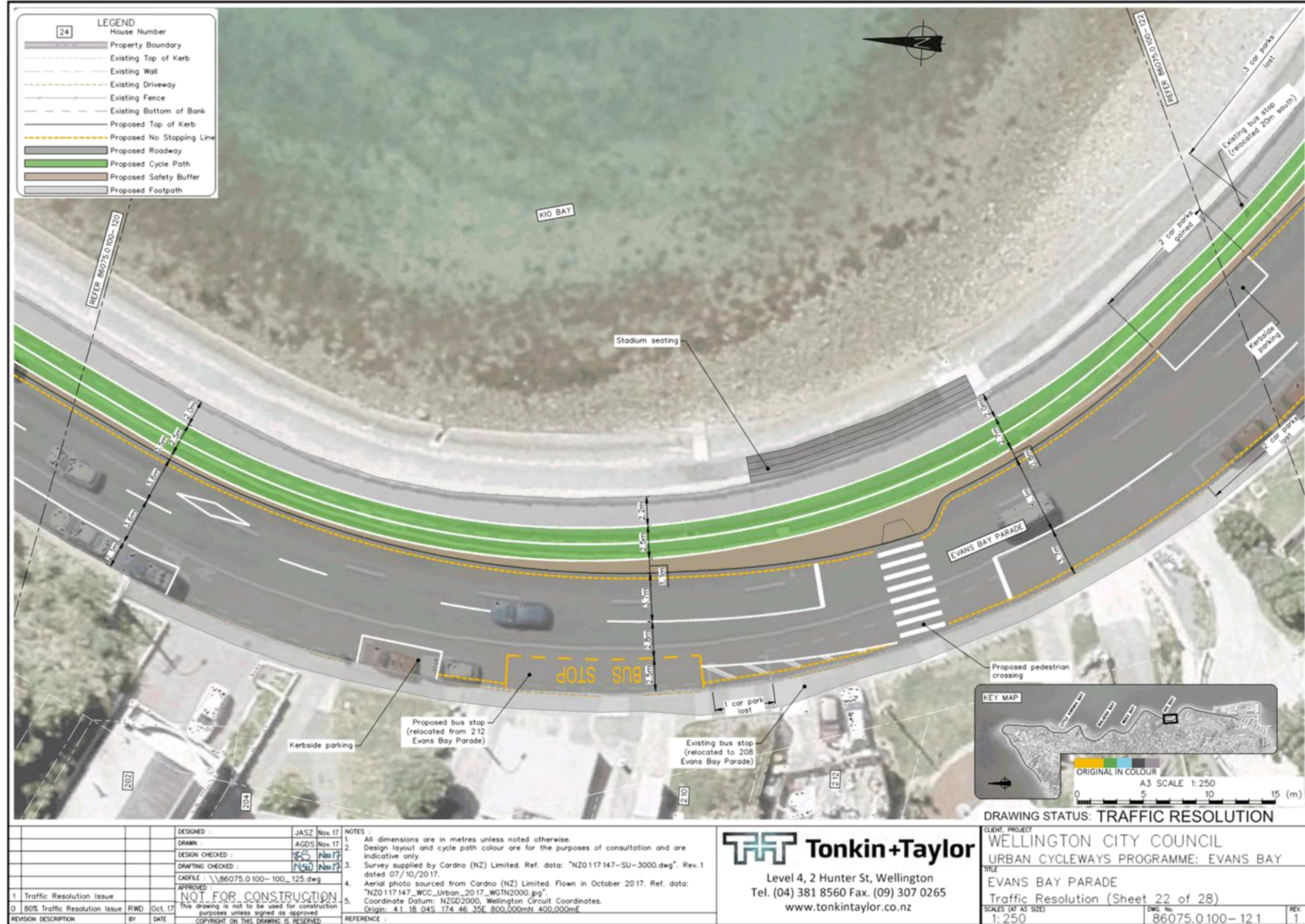
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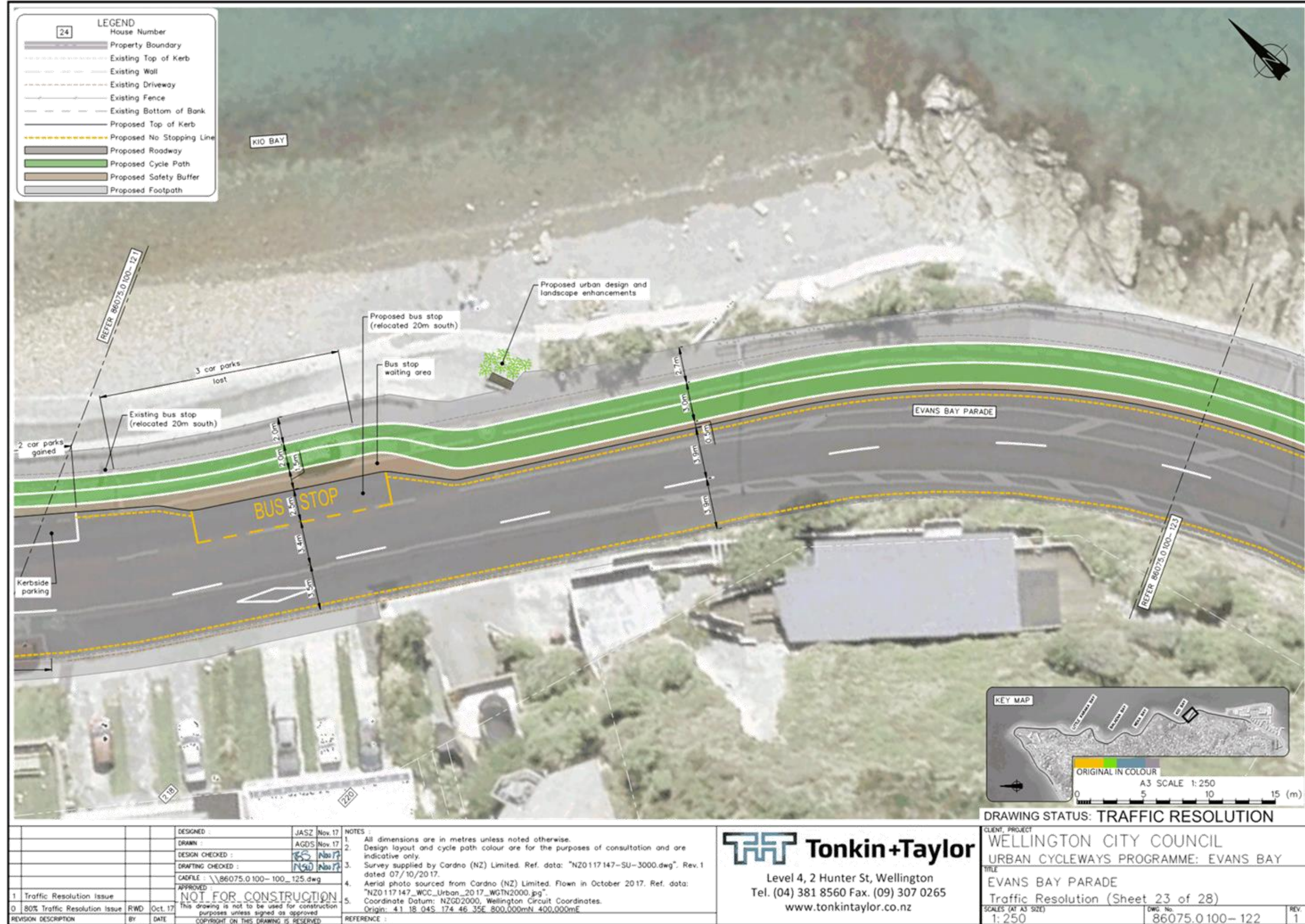
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TITLE	EVANS BAY PARADE Traffic Resolution (Sheet 21 of 28)
SCALES (AT A3 SIZE)	1:250
DWG No.	86075.0100-120
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REVISION DESCRIPTION	BY	DATE
1 Traffic Resolution Issue	RWD	Oct. 17
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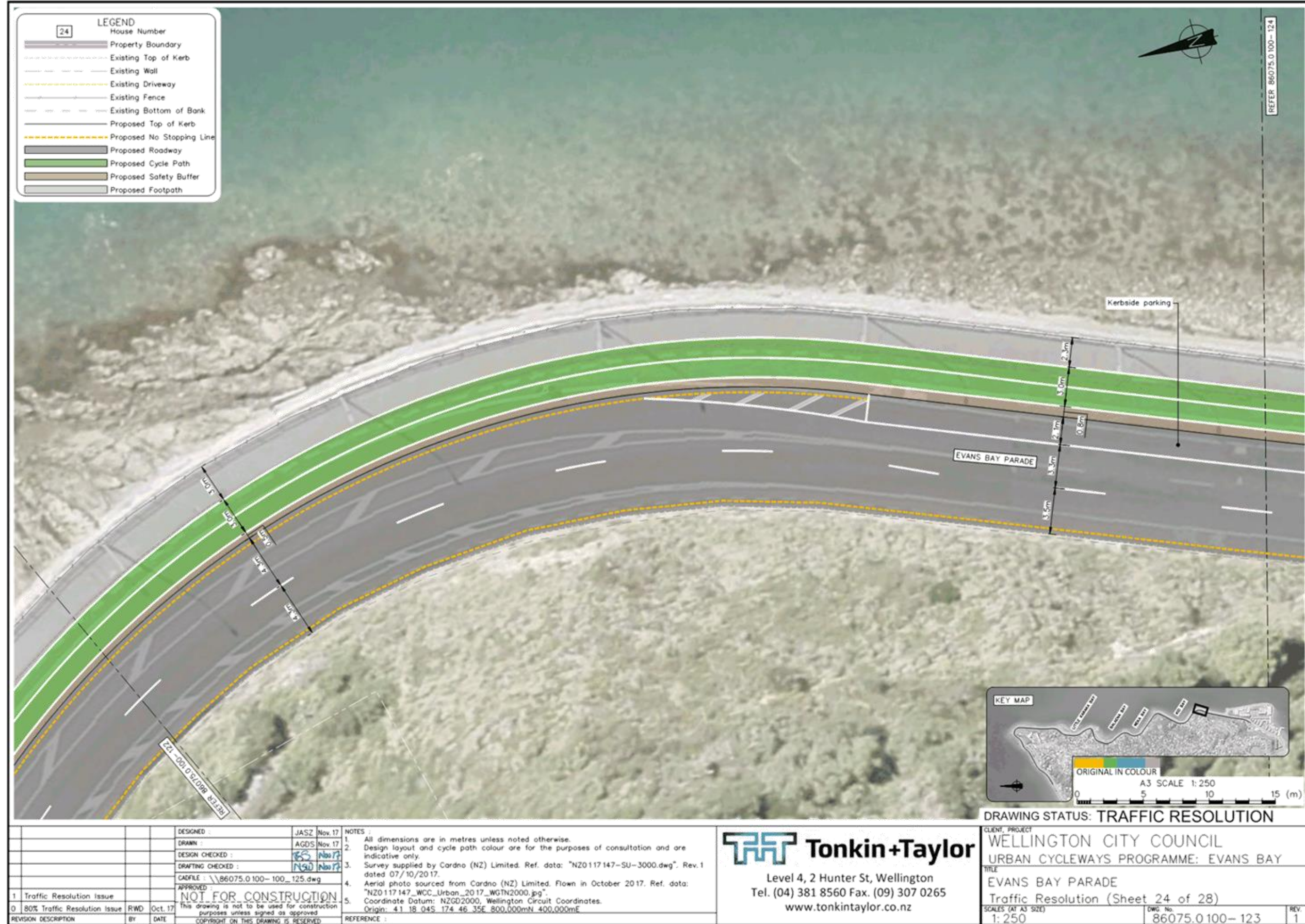
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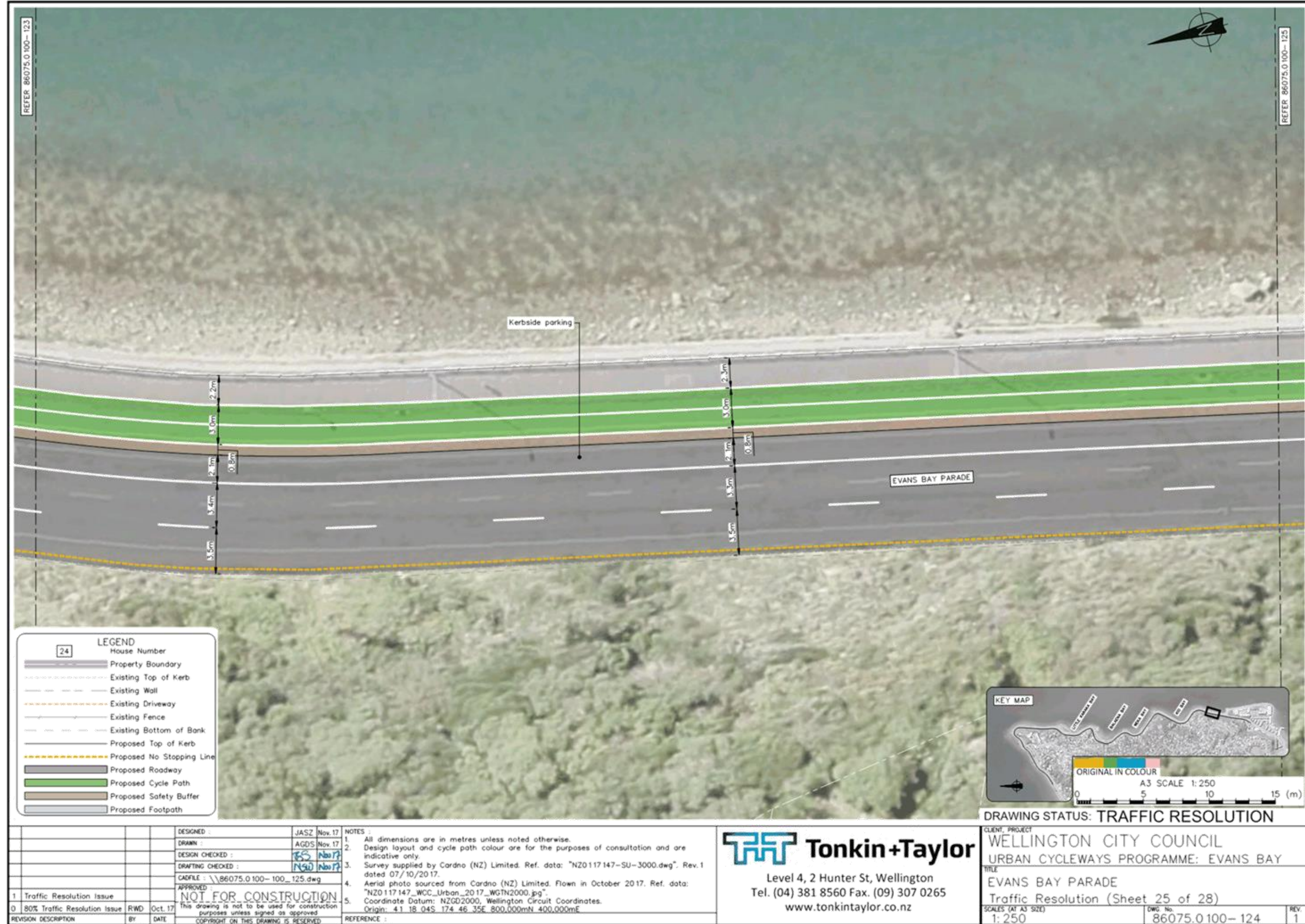
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DRAWING STATUS: TRAFFIC RESOLUTION		
CLIENT PROJECT		
WELLINGTON CITY COUNCIL		
URBAN CYCLEWAYS PROGRAMME: EVANS BAY		
TITLE		
EVANS BAY PARADE		
Traffic Resolution (Sheet 23 of 28)		
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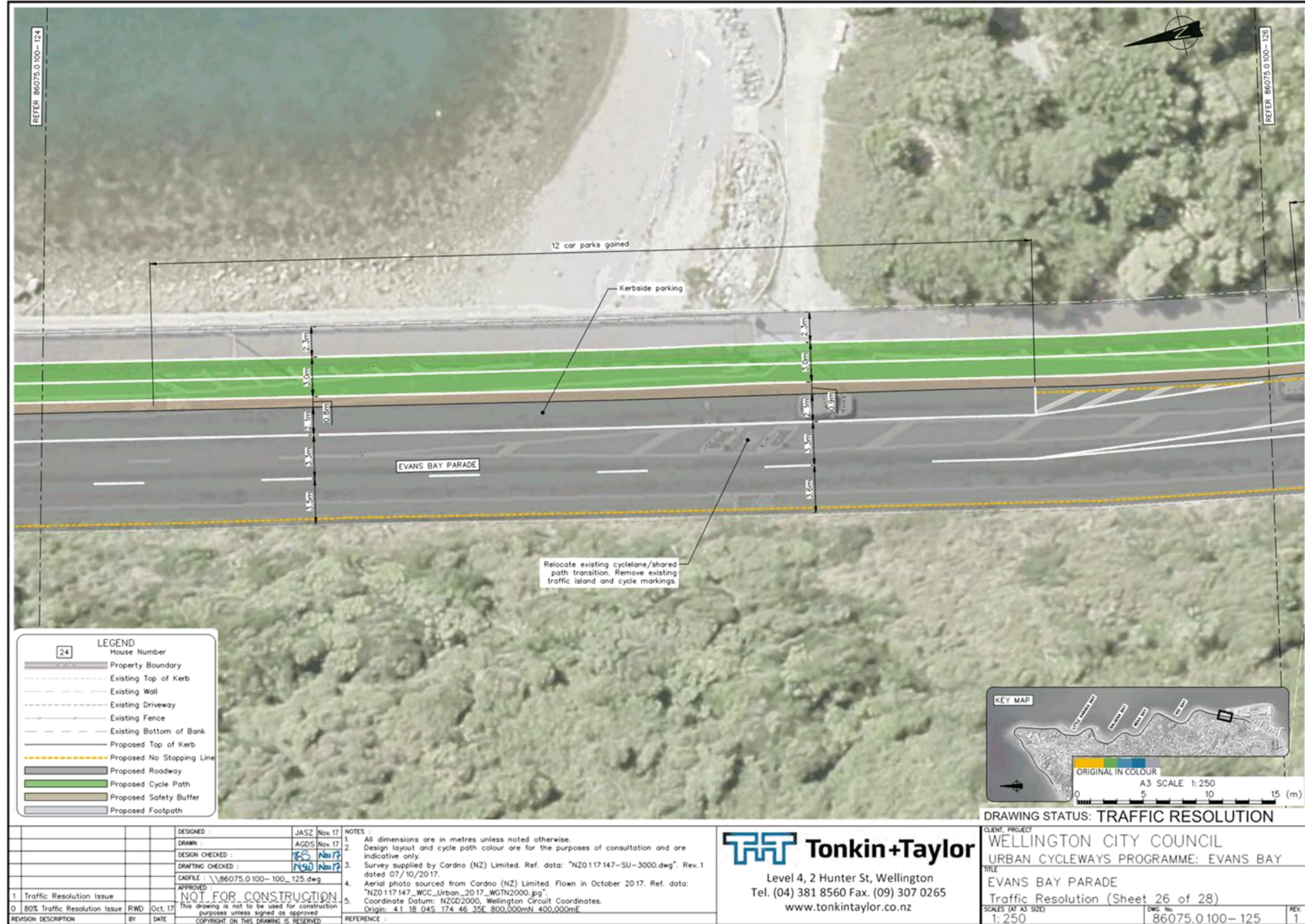






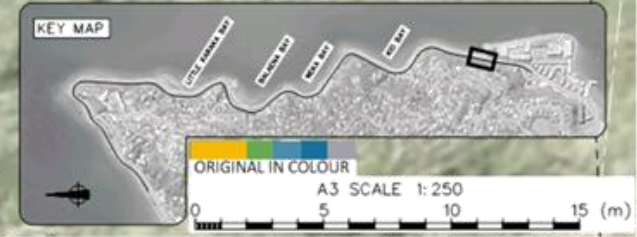






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[Dashed Line]	Proposed Top of Kerb
[Dashed Line]	Proposed No Stopping Line
[Green Area]	Proposed Roadway
[Light Green Area]	Proposed Cycle Path
[Yellow Area]	Proposed Safety Buffer
[Grey Area]	Proposed Footpath



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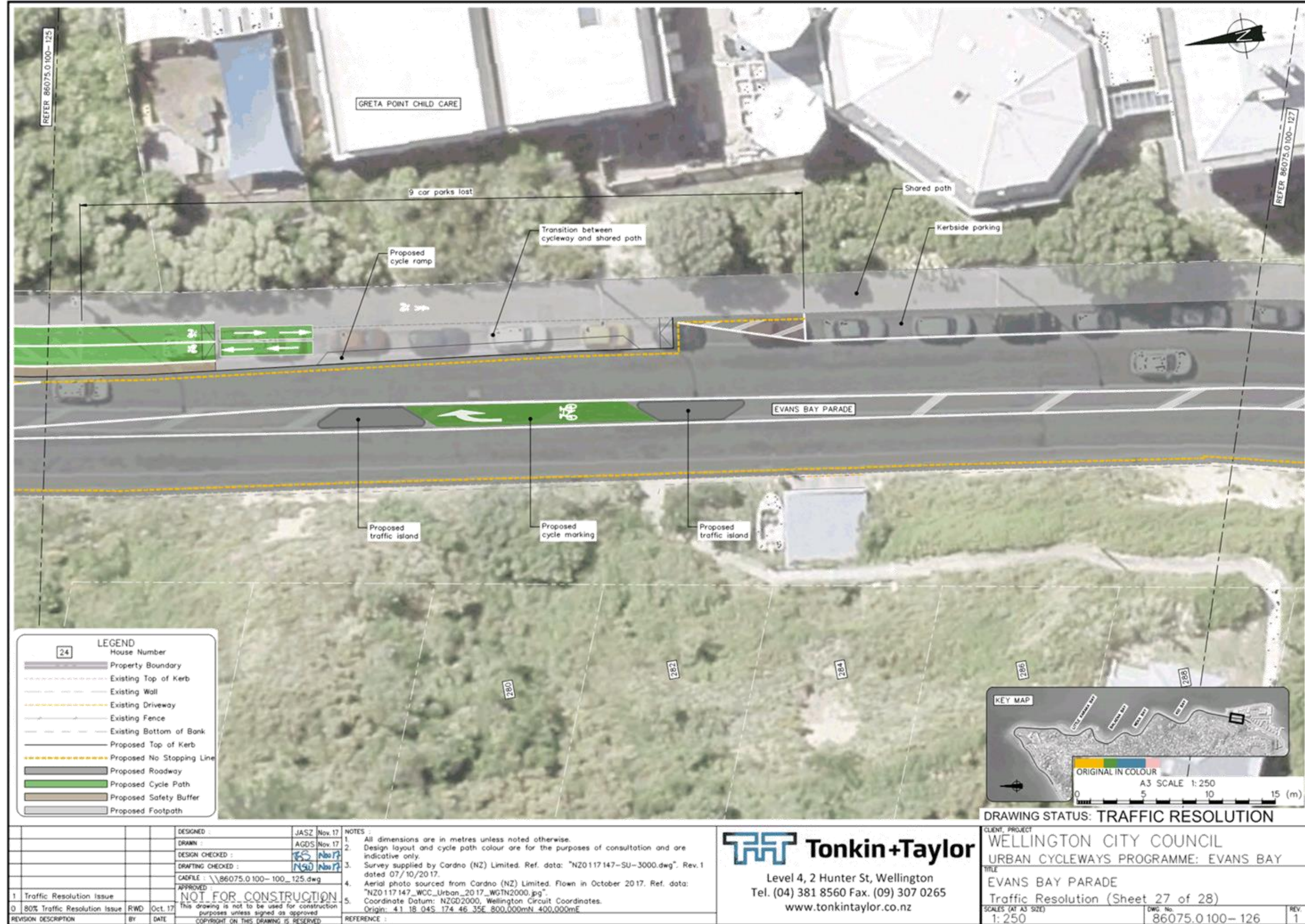
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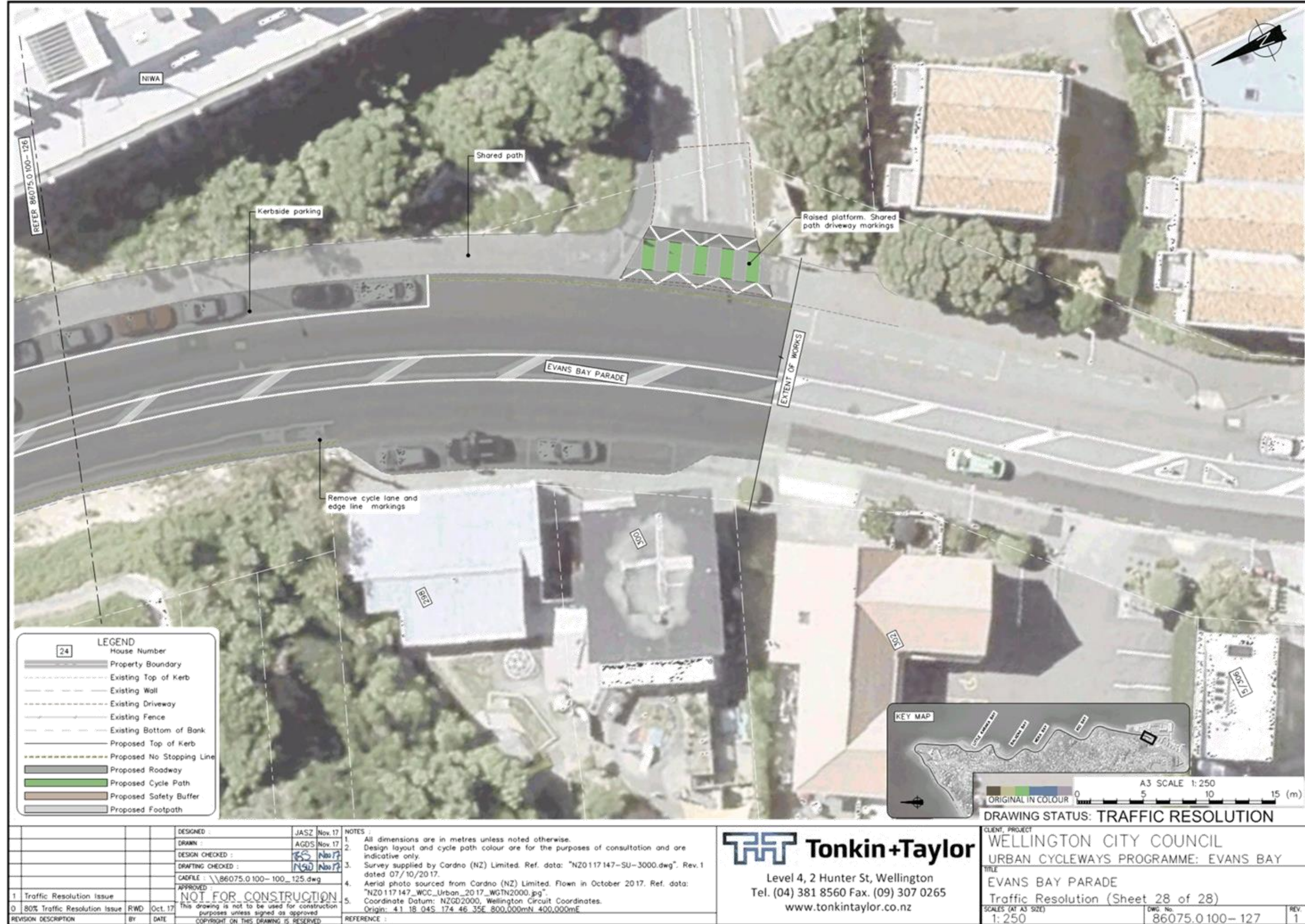
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TITLE	EVANS BAY PARADE
Traffic Resolution (Sheet 26 of 28)	
SCALES (AT A3 SIZE)	DWG No.
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REV.	1





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[Green shaded area]	Proposed Cycle Path
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DRAWING STATUS: TRAFFIC RESOLUTION	
CLIENT PROJECT	
WELLINGTON CITY COUNCIL	
URBAN CYCLEWAYS PROGRAMME: EVANS BAY	
TITLE	
EVANS BAY PARADE	
Traffic Resolution (Sheet 28 of 28)	
SCALES (AT A3 SIZE)	DWG No.
1:250	86075.0100-127
	REV.
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## **THE FORWARD PROGRAMME 2018**

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### **Purpose**

1. To provide the forward programme for 2018.

### **Summary**

2. The Forward Programme sets out the strategy, policy and briefing reports and updates that are planned for 2018. Workshops and briefings are generally not included in the schedule.
3. The Forward Programme includes both large scale strategy and policy documents, projects and unit work streams and also a number of operational reports that require committee consideration.
4. The forward programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items as dates are confirmed.

### **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.
2. Note the attached forward programme.

### **Attachments**

Attachment 1. CSC Forward Programme - working document [↓](#)

Page 97

Author	Angela Sopp, Senior Democracy Advisor
Authoriser	Penny Langley, Manager Democracy Services Kane Patena, Director Governance and Assurance



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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Not applicable for this report.

### **Treaty of Waitangi considerations**

Not applicable for this report.

### **Financial implications**

Not applicable for this report.

### **Policy and legislative implications**

Timeframes and deliverables are reliant on organisational resourcing and priorities.

### **Risks / legal**

Not applicable for this report.

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

Not applicable for this report.

### **Communications Plan**

Not applicable for this report.

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

Not applicable for this report.



Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
8 Mar	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Angela Sopp / Penny Langley	K Patena	Deputy Mayor	BAU, Priority 2
8 Mar	City Strategy Committee	2nd Quarterly Report	Committee to approve 2nd quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Deputy Mayor	BAU, Priority 2
8 Mar	City Strategy Committee	Report back on Elected Member Travel	This paper provides a report back to the City Strategy Committee on Councillor Simon Marsh's travel to South Korea and Japan, and the Mayor's visit to Paris.	Amanda Cundy	K Patena	Mayor	BAU, Priority 2
8 Mar	City Strategy Committee	Wellington Urban Cycling Programme - Kilbirnie	Report back on engagement	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
8 Mar	City Strategy Committee	Wellington Urban Cycling Programme - Evans Bay	Report back on engagement	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
15 Mar	City Strategy Committee	Wellington Urban Cycling Programme - Island Bay	Update on Island Bay Cycleway Project (may be only a briefing)	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
15 Mar	City Strategy Committee	Traffic resolutions - Bus stop changes	Bus Stop Changes and Parking Restrictions	Lindsay Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
15 Mar	City Strategy Committee	Update on Te Awarua o Porirua, Wellington Harbour, Hutt Valley Whaitua Process	Provide an update to Councillors about this process	Kate Pascal / John McSweeney	D Chick	Cr Lee	BAU, Priority 2
22 Mar	City Strategy Committee	Southern Landfill Zipline Lease	Report back of public submissions	Joel De Boer	B McKerrow	Cr Gilbert	BAU, Priority 2
22 Mar	City Strategy Committee	Accessible Wellington Action Plan - review	Draft Action Plan to be presented for approval including any requirement to consult	A Bates	K Patena	Cr Lee	BAU, Priority 2
22 Mar	City Strategy Committee	Earthquake Prone Priority Buildings Policy for Consultation	Consultation required under the Building Act and consideration of emergency routes	Geoff Lawson	D Chick	Cr Pannett	BAU, Priority 2
12 April	City Strategy Committee	Council Submission - Strengthening the Wellington Region	Council is required under the LGA to respond formally to the the LGC on their paper 'Strengthening the Wellington region'. There is a 30 April deadline for submissions.	Carolyn Dick	Baz Kaufman / Geof Lawson		Statutory Requirement, Priority 3
12 Apr	City Strategy Committee	Museum Stand - Basin Reserve	Development of the Basin Reserve	Warwick Hayes/Danny McComb	K Lavery	Mayor/ Cr Pannett	BAU, Priority 2
19 April	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
26 April	City Strategy Committee	Traffic resolutions	Bus stop changes	Lindsay Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
TBA April	City Strategy Committee	SHIP and Arlington update		John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Public Places Bylaw following consultation		Alice Bates, Geoff Lawson	K Patena	Cr Gilbert/ Cr Dawson	BAU, Priority 2
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Oriental Parade	Recommendations for Oriental Parade cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Thorndon Quay	Recommendations for Thorndon Quay cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Evans Bay (Kilbirnie)	Recommendations for Evans Bay cycleway project - the separate section of Evans Bay Parade adjacent to Kilbirnie Park	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA April	City Strategy Committee	Wellington Urban Cycling Programme - Island Bay	Recommendations for Island Bay cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA May	City Strategy Committee	Outer Green Belt Management Plan	Committee to approve draft plan for consultation	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2
TBA May	City Strategy Committee	Scoping of Urban Growth Plan and District Plan residential capacity reviews to provide for growth	Agree to the scoping, key issues, engagement strategy and approach to this review	John McSweeney	D Chick	Cr Foster	BAU, Priority 2

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
TBA May	City Strategy Committee	3rd Quarterly Report	Committee to approve 3rd quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	BAU, Priority 2
TBA May/June	City Strategy Committee	Housing Strategy	Committee to approve WCC housing strategy	John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
21 June	City Strategy Committee	Let's Get Welly Moving	Recommend report go to Council for adoption	Anna Harley	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
TBA June	City Strategy Committee	Wellington Urban Cycling Programme - Newton	Committee to recommend to Council to adopt the draft LTP	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
TBA June	City Strategy Committee	Regional Waste Management Bylaw	Approval of the draft regional waste management bylaw as part of the regional waste management strategy	Adrian Mitchell	D Chick	Cr Pannett	Triennium Plan, Priority 1
TBA June	City Strategy Committee	Business Improvement Districts Policy review	A 5 year review of the BID strategy and implementation within Wellington	Phil Becker/Policy	D Chick	Cr Marsh	BAU, Priority 2
TBA June	City Strategy Committee	Trade Waste Charges Policy update	The current policy is out of date	Public health/Policy	K Patena/ D Chick	Cr Pannett	BAU, Priority 2
TBA June	City Strategy Committee	Te Reo Policy and Action Plan following consultation	Report back following consultation	Tira Poutama - Iwi partnerships/ Policy	K Patena	Mayor/Deputy Mayor	BAU, Priority 2
TBA June	City Strategy Committee	City Housing Operational Policy	Requiring a decision about social housing policy settings and options for managing the affordable rent limit settings	Jim Robertson	B McKerrow	Cr Dawson	BAU, Priority 2
TBA June	City Strategy Committee	Smokefree Action Plan	The current plan has a limited timeframe and needs to reflect the 2025 commitment	Policy	K Patena	Cr Dawson	BAU, Priority 2
TBA August	City Strategy Committee	4th Quarterly Report	Committee to approve 4th quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	BAU, Priority 2
TBA final quarter	City Strategy Committee	Revoking sections of the Local Public Health bylaw	The passing of the food Act requires the Council to revoke redundant conditions in this bylaw	Policy	K Patena	Cr Gilbert	Statutory Requirement, Priority 3
TBA final quarter	City Strategy Committee	Liquor Control Bylaw draft review	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
26 Sept	City Strategy Committee	Annual Report	Agree to recommend that Council adopt the Annual Report. A special CSC meeting will need to be scheduled on the same day as the Council meeting for this report to be recommended for adoption by Council.	Bronwen Green/Lloyd Jowsey	K Patena	Deputy Mayor	Statutory Requirement
TBA final quarter	City Strategy Committee	Liquor Control Bylaw oral hearings	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
TBA final quarter	City Strategy Committee	Liquor Control Bylaw final report following consultation	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
<b>2018 - Papers to be scheduled</b>							
	City Strategy Committee	Alex Moore Park indoor sport facility	Provide an update on the facility and recommend a way forward for the project	Glen McGovern / Paul Andrews	B McKerrow	Cr Fitzsimons	
	City Strategy Committee	Te Whare Okioki (Wet House)	Paper noting the funding (Council as the lease guarantor role), details of the activity, location and involvement of other agencies.	Tracy Morrah	D Chick	Cr Dawson	Triennium Plan, Priority 1
	City Strategy Committee	South Coast Management Plan review	A Reserves Management Plan prepared under the Reserves Act 1977. Current plan over 10 years old and planning in the coastal environment has undergone significant change since 2002.	Bec Ramsey/Moana Mackey	B McKerrow/ D Chick	Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Regional Land Transport Plan	GWRC develop this plan every three years, in line with the LTP years. As part of implementation with the RCA's the plan is constantly reviewed.	Gunther Wild	D Chick	Cr Calvi-Freeman/ Cr Free	BAU, Priority 2
	City Strategy Committee	Wellington Harbour Whaitua	The programme of work is led by GWRC but will require WCC involvement/decisions/updates	City Planning/ Policy	D Chick	Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Footpath Management Policy	Review the footpath management policy following the Public Places Bylaw review	Policy	K Patena	Cr Calvi-Freeman	BAU, Priority 2



Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
	City Strategy Committee	Landfill Stage 4 consent and future strategy	Currently seeking legal advice whether existing	Adrian Mitchell	D Chick	Cr Pannett	BAU, Priority 2
	City Strategy Committee	Regional Waste Management and Minimisation Plan	Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc.	Adrian Mitchell	D Chick	Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Wellington Biosolids Disposal	Options for the future disposal of Wellington's biosolids. Options under investigation with Wellington Water, currently consented to 2026	Adrian Mitchell	D Chick	Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Coastal Resilience Strategy	Developing an adaption strategy as one of the actions of the resilience strategy for the city's/regions coast. Report back on next steps for Island Bay's seawall and The Esplanade. This work is being rolled into The Resilience Strategy/Climate Adaption Plan	Moana Mackey/ Derek Baxter	D Chick	Cr Lee/ Cr Sparrow/ Cr Pannett	BAU, Priority 2
	City Strategy Committee	Climate Adaption Action Plan	Adapting to climate driven change - toward a framework and approach for making long-term decisions such as locating, upgrading or moving key infrastructure and defending or abandoning assets) that will be affected by future climate change effects. Very early days. Working with Hutt City Council to develop a shared approach but with enough flexibility to accommodate unique aspects of each city	Moana Mackey/ Derek Baxter	D Chick	Cr Lee	Triennium Plan, Priority 1
	City Strategy Committee	Civic Precinct Redevelopment	Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall.	Ian Pike/ P Brennan	K Lavery	Mayor	Triennium Plan, Priority 1
	City Strategy Committee	Miramar Peninsula (Watts and Strathmore Park)	Planning for the development of Miramar Peninsula	Ian Pike	D Chick	Cr Foster	BAU, Priority 2
	City Strategy Committee	Regional Sport and Active Recreation Plan	Seek Committee agreement to the plan	Joel de Boer/Paul Andrews	B McKerrow	Cr Fitzsimons	BAU, Priority 2
	City Strategy Committee	Karori Community Plan	Development of a community plan for Karori with wide community engagement	Anna Harley	D Chick	Cr Foster/ Cr Calvert	Triennium Plan, Priority 1
	City Strategy Committee	Speed Limits - CBD and Suburban	Recommendations on changing speed limits in the CBD and around school areas	Paul Barker	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
	City Strategy Committee	Housing Accord Monitoring Report	Reporting against the Housing Accord	Anna Harley	D Chick	Cr Dawson	BAU, Priority 2
	City Strategy Committee	District Plan Work Programme	Ongoing work programme for the District Plan, specific papers have been included in scheduled items. A proposed review of heritage trees is included	Anna Harley	D Chick	Cr Foster	BAU, Priority 2
	City Strategy Committee	Jack Ilott Green	Consideration of this space within the Civic Precinct	Ian Pike	D Chick	Cr Gilbert	Triennium Plan, Priority 1
	City Strategy Committee	Parking Policy Review	Draft papers for consultation and final papers for decisions	Anna Harley	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	City Strategy Committee	National Policy Statement for Urban Development Capacity	Reporting on urban development capacity	John McSweeney	D Chick	Cr Foster	Statutory Requirement, Priority 1
	City Strategy Committee	Resilience Strategy updates		Mike Medonca	D Chick	Mayor	Triennium Plan, Priority 1
	City Strategy Committee	Northern Reserves Management Plan Review	Scheduled for review, needs to be considered alongside wider urban growth plans for the northern area	Paul Andrews	B McKerrow	Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Waste Management Seed Fund approvals		Mark Farrar	D Chick	Cr Pannett	BAU, Priority 2
	City Strategy Committee	Review of Standing Orders and incorporating tikanga into Council meetings		Penny Langley	K Patena	Deputy Mayor	BAU, Priority 2

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Statutory requirement/Triennium Plan/Business as usual
	City Strategy Committee	Iwi partnerships update		Nicky Karu	K Patena	Deputy Mayor	BAU, Priority 2
	City Strategy Committee	Traffic Resolutions - general		Paul Barker	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	City Strategy Committee	Traffic Resolutions - cycling		Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
	City Strategy Committee	Child Friendly Framework	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	Policy	K Patena	Deputy Mayor	Triennium Plan, Priority 1
	City Strategy Committee	Events Policy	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	City Arts and Events/ Policy	B McKerrow/ K Patena	Cr Marsh	Triennium Plan, Priority 1



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## **REPORT BACK ON ELECTED MEMBER TRAVEL**

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### **Purpose**

1. This paper provides a report back to the City Strategy Committee on Mayor Justin Lester's visit to Paris, France to attend the Paris CityLab Conference, as well as Wellington's sister and partner cities in China, South Korea, and Japan.
2. This paper provides a report back to the City Strategy Committee on Councillor Simon Marsh's travel to South Korea and Japan to support the official mayoral delegation and to attend the Japan New Zealand Business Council Conference in Osaka.

### **Summary**

1. Mayor Justin Lester attended the annual CityLab Mayoral Innovation Conference in Paris from October 21-24, 2017.
2. In a separate visit, Mayor Justin Lester led a group of government officials, and local Wellington businesses to Xiamen and Beijing (China), Seoul (South Korea), and Sakai and Tokyo (Japan) from 8 – 19 November 2017.
3. Councillor Simon Marsh travelled to Korea to join the mayoral delegation and remained in Japan to attend the Japan New Zealand Business Council Conference as an invited speaker.

### **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.
2. Note the contents of the report.

### **Background**

4. The CityLab Conference is a unique annual forum which brings together mayors from around the world, along with urban experts, business leaders, artists and activists, in a bid to combine expertise to develop effective urban solutions. The conference was hosted and funded by Michael Bloomberg, former New York City Mayor, and drew worldwide media coverage.
5. About 140 cities, representing 50 countries, attended. Among those who attended were artists, academics, funders and other public and private sector leaders focused on improving cities and the lives of their citizens.
6. Upon invitation from Beijing, Mayor Justin Lester conducted his first official visit to Xiamen and Beijing (China), Seoul (South Korea), and Sakai and Tokyo (Japan). Xiamen, Beijing, and Sakai are Wellington's sister cities in the North Asia region, while Seoul retains a friendly city status. The delegation, led by the Mayor, comprised Council officials and officers including the Chief Executive and staff from both the Mayor's Office and International Relations team, representatives from WREDA, and approximately 30 local businesses representing education, investment, film, innovative technology, and sports industries.

7. Each city assumed a different focus industry, with arranged meetings and visits reflecting that focus. 2017 marked 30 years of sister city relations with Xiamen, and thus milestone celebrations were a significant focus. Beijing's programme targeted cooperation in investment, film, and education, Seoul in screen and other creative industries, and Sakai in rugby training and smart city technology.
8. Councillor Simon Marsh was invited by the Japan New Zealand Business Council to speak at their annual conference in Osaka. The JNZBC Conference is held annually in alternating countries, with the 2016 conference being held in Wellington. Councillor Marsh is a frequent attendee of the conference and spoke about the liveability of Wellington through infrastructure.

## **Discussion**

### **CityLab Conference, Paris**

9. Sessions covered some of the biggest global challenges, from climate change, terrorism and job losses through to automation, as well as problems faced immediately at home like affordable housing and how to promote more innovation in policy making.
10. Highlights were identified such as a visit to Paris' new eco-district. This is a new social/affordable housing development, including 4500 new units of mixed use housing and apartments. Three things that stood out in the innovative approach Paris had taken in the development. The first was that the entire development was designed to produce the smallest amount of carbon emissions possible during both building and operation. Second, the ways in which the development mixed uses was impressive. The various apartments around the complex were a mix of low-income housing, social housing, assisted ownership, first-home buyers and retirement housing. The point of this "pepper potting" is to promote social cohesion - young children from low-income families growing up next to aspirational middle-class families next to older couples who benefit from social contact. Third, the development had a strong commitment to making sure that even though those in the development were often on low incomes, the design was still of a high quality, they had access to green space and parks, and the district was a fun and enjoyable place to live.
11. Besides the conference itself, the Mayor enjoyed the chance to have informal, non-directed conversations with Mayors in cities facing similar challenges to Wellington under different circumstances.
12. The conference also offered an opportunity for Wellington to participate in a global dialogue around progressive and innovative problem solving for growing cities, an important step toward Wellington taking its place as an influential member of the international community.

### **Mayoral delegation to China, South Korea, and Japan**

13. After a review of the Wellington City Council International Relations Policy in 2013, the Council agreed that Wellington would conduct regular official visits to the city's sister cities in China twice every three years and Japan once every three years. It was also discussed that all official overseas trips would produce maximum economic benefit through creating opportunities for local businesses. In accordance with this, Mayor Justin Lester led his first official trade mission comprising around 30 Wellington based businesses, targeted by WREDA as having significant relevance to the objectives of the trip. The delegation included companies such as Te Papa, Park Road Post Productions, Pikpok, the New Zealand Film Commission, Victoria University, Weltec & Whitireia, Wellington Airport Ltd, and New Zealand School of Food and Wine. A full list of major activities during the trip can be found attached.



14. The delegation visited Xiamen, one of Wellington’s oldest sister cities, to celebrate the 30th anniversary of the relationship. The group attended several celebratory events and activities, as well as facilitating the close existing relationship between Victoria University and Xiamen University. High level meetings were also held with Xiamen Seashine Group, which exports a number of Wellington products to stock their local chain of supermarkets.
15. Activities in Beijing were arranged around the themes of education and screen industries. Education leaders were able to market tertiary opportunities at a Wellington education promotional event arranged through JLL, an international education agency. The group also conducted visits to the Beijing Film Academy, China Film Group, and the China Film Co-Production Corporation to facilitate closer ties with their Wellington counterparts. Mayor Justin Lester witnessed an MoU signing between Pukeko Pictures and Beijing partners Blossom Pictures, as well as an MoU signed by Wellington Airport regarding investment around infrastructure development and tourism projects. Visits to the China People’s Association for Friendship with Foreign Countries, and the New Zealand Embassy were also included to maintain bilateral relationships.
16. Wellington’s newest international partner, Seoul, presents significant opportunities for cooperation in creative industries. While visiting Seoul, Wellington City Council hosted a ‘Showcase Wellington’ event, at which delegates were invited to promote and demonstrate the innovative nature of their businesses. Presentations were delivered by Te Papa, Whitireia, and Pikpok, to an audience of around 60 South Korean industry representatives and government officials. Meetings and industry visits were conducted to a number of business development agencies focused on the cultivation of start-ups and creative small businesses, an initiative backed hugely by the South Korean Government. As a direct result of the visit to Seoul, the Chairperson of the Seoul Metropolitan Council visited Wellington in January and signed a second MoU between the Councils to support the existing relationship and facilitate the process of promoting the relationship to a full-fledged sister city agreement.
17. Since its inception in 1994, the Wellington – Sakai sister city relationship has promoted, among other things, close collaboration in rugby training initiatives. In preparation for Japan’s hosting of the 2019 Rugby World Cup, 2020 Tokyo Olympic Games, and 2021 Kansai Masters’ Games, WCC hosted a Wellington rugby workshop event in partnership with TOKI, a Wellington based rugby training company directed by an ex-Hurricanes player. The event took place at J-Green, Sakai’s premier sports facility, and attracted over 100 local school children, members of the Sakai Rugby School, and Sakai local government officials. The event received positive media coverage both in Japan and in New Zealand for supporting a national level sports cooperation agreement signed by New Zealand and Japan in May 2017.
18. Senior meetings with mayors and other civic leaders and diplomatic officials were conducted in each visited city, to ensure high level exposure for delegation members and person-to-person relationship building between government officials, an essential exercise in ensuring the success of a cross-cultural partnership.
19. In addition to the local media coverage drawn by the delegation, A senior reporter Fairfax Media joined the delegation and reported on activities undertaken in China, South Korea, and Japan. Her travel was covered by a grant provided by the Asia New Zealand Foundation, a report back to the foundation on her experiences is attached. Articles can be found in the links below:

- <https://www.stuff.co.nz/entertainment/tv-radio/98930245/wellington-kids-tv-show-nori-roller-coaster-boy-set-for-lightbox>

- <https://www.stuff.co.nz/entertainment/arts/99058950/chinas-terracotta-armies-to-be-displayed-at-te-papa-next-year>
- <https://www.stuff.co.nz/business/98810840/chinese-construction-giant-partners-with-wellington-airport-on-runway-extension>
- <https://www.stuff.co.nz/entertainment/tv-radio/99020500/sir-richard-taylors-pukeko-pictures-signs-deal-for-kiddets-theme-park-in-china>
- <https://www.stuff.co.nz/dominion-post/99011376/wellington-coaches-foster-rugby-in-japan-ahead-of-rugby-world-cup-2019>
- <https://www.stuff.co.nz/entertainment/film/100139533/kiwi-filmmakers-to-benefit-from-wellington-exchange-deal-with-china>

20. The Japan New Zealand Business Council Conference is held annually in different cities in alternating countries. The 2016 conference was held in November in Wellington, and the 2017 conference was held in Osaka, the same prefecture as sister city, Sakai. The annual meeting brings together delegates from Japan and New Zealand to discuss developments in the trade and economic relationship, and to encourage bilateral cooperation. Councillor Simon Marsh is a frequent and respected attendee of the conference and was invited by the organiser as a guest speaker to present on Wellington's use of urban infrastructure projects to promote city vibrancy and liveability. Other New Zealand speakers included Fonterra, ATEED, Business NZ and Venture Southland.
21. Final travel costs were within the budget estimate included in the Council report approved by the City Strategy Committee on 17 August 2017.

## Attachments

- Attachment 1. Mayoral Delegation - major events [↓](#) Page 106  
Attachment 2. Asia New Zealand Foundation report back [↓](#) Page 108

Author	Amanda Cundy, Policy Officer
Authoriser	Kane Patena, Director Governance and Assurance



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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

N/A

### **Treaty of Waitangi considerations**

N/A

### **Financial implications**

There are no financial implications associated with accepting the recommendations of this report.

### **Policy and legislative implications**

N/A

### **Risks / legal**

N/A

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

N/A

### **Communications Plan**

N/A

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

N/A

### Major Events

#### Thursday 9<sup>th</sup> November

- Arrive in Xiamen on Dragon Air KA 618 at 11:00am
- Visit Xiamen University of Technology from 2:45pm
- Visit Xiamen University and dinner from 4:30pm

#### Friday 10<sup>th</sup> November

- Visit Xiamen Planning Exhibition Hall and Gulangyu Island from 8:30am
- Lunch with Xiamen Seashine Group from 12:30pm
- 30 year celebration events from 3:30pm
- Meet Mayor of Xiamen and banquet from 5:30pm

#### Saturday 11<sup>th</sup> November

- Depart from Xiamen on Xiamen Airlines flight MF 8101 at 11:00am
- New Zealand Oriental Education Fair from 3:30pm
- Beijing Film Academy visit and dinner from 5:00pm

#### Sunday 12<sup>th</sup> November

- JIL education event and lunch from 9:30am
- Visit Innway China and lunch from 10:00am
- Business meeting with MOU signing from 3:00pm
- A Wellington wine tasting and business networking event from 3:30pm
- Dinner with China State Construction Engineering Corporation from 5:30pm

#### Monday 13<sup>th</sup> November

- Visit China Film Co-Production Corporation and SAPPRFT from 9:00am
- Meet CPAFFC from 9:30am
- Visit Hengxin Shambala and Blossom Pictures and witness the signing ceremony for Location Based Experience from 11:00am
- NZ Ambassador's Reception from 12:30pm
- Visit China Film Group from 3:00pm
- Meet Mayor of Beijing and MOUs signing ceremony from 5:00pm
- Meet Alisports from 8:00pm

#### Tuesday 14<sup>th</sup> November

- Depart Beijing on China Southern Airlines flight CZ317 at 8:20am
- Visit to Gwangmyeong (Councillor Simon Marsh) from 9.30am
- Arrive at Gimpo Airport from Beijing, China on flight Asiana OZ3365 at 1.20pm
- Lunch with the New Zealand Embassy from 1.30pm
- Meeting with Chairman Yang Jun Uk of the Seoul Metropolitan Council from 3.00pm
- Showcase Wellington event from 6.00pm

#### Wednesday 15<sup>th</sup> November

- Visit to Seoul Start-up Hub from 10.00am
- Meeting with Mayor Park Won-Soon from 2.00pm
- Visit to S-Plex Centre & Seoul Business Agency from 3.10pm
- Attend the Kiwi Chamber's annual "Grand Hui" from 7.00pm

#### Thursday 16<sup>th</sup> November

- Visit to Seoulo 7017 Project and Cheongye Stream from 9.30am



- Depart from Incheon Airport to Osaka on flight Asiana OZ114 at 2.10pm
- Arrive at Osaka Kansai airport on Asiana Air OZ114 at 3:50pm

**Friday 17<sup>th</sup> November**

- Meeting with President of Osaka Prefecture University
- Rugby event at J-Green Sakai
- Visit NEC Osaka showroom and meeting with NEC
- Meet the Mayor of Sakai, Osami Takeyama
- Welcome dinner by Sakai City Government and Sakai Wellington Association

**Saturday 18<sup>th</sup> November**

- Depart from Osaka Kansai airport on All Nippon Airways NH96 at 8:10am
- Arrive at Tokyo Haneda airport at 9:25am
- Lunch with NZ Ambassador
- Meeting with OLM Digital Dr Anjyo
- Depart Tokyo Haneda airport to Auckland on NZ 92 at 10:05pm

**Saturday 19<sup>th</sup> November**

- Arrive at Auckland airport at 12:40pm on 19 Nov
- Depart Auckland airport to Wellington at 3:00pm on NZ437
- Arrive at Wellington airport at 4:05pm

**Report back to Asia New Zealand Foundation  
Collette Devlin**

**“Equipping New Zealanders to Thrive in Asia”**

In November 2017 I accompanied a mayoral delegation from Wellington City Council on a business/trade trip to China, South Korea and Japan. The delegation included the council chief executive, the Wellington economic agency, as well as film, tourism, technology and education representatives.

I am a senior reporter at Stuff and The Dominion Post.

I aimed to demonstrate the importance of Asia as a partner to the council and business people and as a place where New Zealanders thrive and could easily travel to experience for themselves.

I wanted to give gives readers in New Zealand a better understanding of Asia on various levels.

I believe I achieved this, while I was on the trip and when I returned, through the publication of my stories (including 2 front pages) in the The Dominion Post (New Zealand’s second highest circulated newspaper) and on Stuff - New Zealand’s leading local website that attracts an audience of more than 2.1 million people per day.

(All are attached with this document.)

The news stories and features were aimed at an audience interested in travel, food, film, sport, business and culture and showed how New Zealanders could enjoy and work in Asia.

The stories also featured on Neighbourly, Stuff’s Facebook and Twitter, as well as my personal social media platforms with the handle @devlincolle.

Ideas for the stories stemmed from conversations and meetings with the delegation I travelled with, the local people I met and the places that inspired me in each of the countries I visited.

The purpose of the visit for the council was to position Wellington internationally as an attractive destination for study, work and investment.

The trip was intended to help maintain the council’s sister city relationships in China with Xiamen and Beijing; with Sakai in Japan; and to further explore the possibility of setting up a relationship with Seoul in South Korea.

It aimed to facilitate business and market development opportunities and collaboration with a focus on education, trade, and e-commerce.

It was interesting to watch how the council staff went about doing this - and how successful they were at setting up relationships.

I travelled on a similar trip in 2015 (with a council delegation) and after this trip I have grasped just how important sister city relationships are in Asia.



These are the first steps to trade and businesses relations - but as I learned - they don't happen overnight.

I witnessed an outcome of this for Richard Taylor's Pukeko Pictures, which signed a significant business deal - that came from a sister city trip in 2015.

Another was Wellington Airport, which followed up on previous meetings to sign up the biggest construction firm in China to build its runway extension and hotels in the city.

Film representatives and the Wellington economic agency, also signed MOUs and were well aware of the long road ahead.

They saw the MOU as the groundwork for a long-term trade/cooperation relationships.

These trips are sometimes referred to as fun 'junkets' but I witnessed just how much hard work is involved - particularly for the Mayor.

In Asia, mayors are much more revered than in New Zealand - especially in China where they are appointed and not elected.

I think this came as a bit of a shock for Wellington's new mayor, Justin Lester.

It was his first official trip to China as the as Mayor.

The delegation, which I was part of, travelled along with the mayor on his to back-back meetings and functions, all over the various cities.

I found the 12-hour days, for the 12 days quite a challenge, as I often had to write and file stories for deadlines, on the same day - after the full day of meetings (while the others had some down time).

However, it was rewarding to witness such events (such a meeting and private banquet with the Mayor of Beijing) that I would never otherwise get the opportunity to be part of and to see those stories in print/on the web, while I was still in the country.

The biggest highlight was meeting so many new and talented people and listening to their stories - both the delegation and the locals.

As I expected, I was immersed in culture for the entire trip - something I had been looking forward to. I shared this experience in some travel articles.

I knew a little bit about the culture in China but learned so much more on this trip.

I had never visited Japan or South Korea and was unsure of what to expect.

In the end, I wanted to stay longer and plan to return on holiday, when I have more free time to enjoy what they have to offer.