

---

ORDINARY MEETING  
OF  
**PŪRORO ĀMUA** - PLANNING AND ENVIRONMENT  
COMMITTEE  
AGENDA

Time: 9:30  
Date: Wednesday, 24 November 2021  
Venue: Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

---

## **MEMBERSHIP**

Mayor Foster  
Deputy Mayor Free  
Councillor Calvert  
Councillor Condie  
Councillor Day  
Councillor Fitzsimons  
Councillor Foon  
Liz Kelly  
Councillor Matthews  
Councillor O'Neill  
Councillor Pannett (Chair)  
Councillor Paul (Deputy Chair)  
Councillor Rush  
Councillor Woolf  
Councillor Young

### **Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

---

---

## **AREA OF FOCUS**

The Pūroro Āmua | Planning and Environment Committee has the following responsibilities:

- RMA matters
- Urban Planning, District Plan
- Built environment
- Natural environment and biodiversity
- Future Development Strategy, Spatial Plans and Housing Supply
- Climate Change Response and Resilience
- Heritage
- Transport Strategy and Planning, including significant traffic resolutions
- Parking policy
- Submissions to Government or other local authorities
- Regulatory activity and compliance
- Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
- Implementing and monitoring delivery of the affordable housing strategy

The Committee has the responsibility to discuss and approve a forward agenda.

To read the full delegations of this committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 9 members

---

## **TABLE OF CONTENTS**

### **24 NOVEMBER 2021**

---

<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Karakia</b>	<b>5</b>
<b>1.2 Apologies</b>	<b>5</b>
<b>1.3 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.4 Confirmation of Minutes</b>	<b>5</b>
<b>1.5 Items not on the Agenda</b>	<b>5</b>
<b>1.6 Public Participation</b>	<b>6</b>
<b>2. Petitions</b>	<b>7</b>
<b>2.1 Petition for Resident Parking in Hataitai Road</b>	<b>7</b>
<b>3. General Business</b>	<b>15</b>
<b>3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive</b>	<b>15</b>
<b>3.2 Submission on national emission reduction plan -         discussion document</b>	<b>201</b>
<b>3.3 Housing Strategy and Action Plan update</b>	<b>229</b>
<b>3.4 Forward Programme</b>	<b>241</b>
<b>3.5 Actions Tracking</b>	<b>243</b>
<b>3.6 Update on the Te Kāinga Programme</b> (available 18 November 2021)	<b>Supplementary</b>





---

## 1. Meeting Conduct

---

### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

<b>Whakataka te hau ki te uru,</b>	Cease oh winds of the west
<b>Whakataka te hau ki te tonga.</b>	and of the south
<b>Kia mākinakina ki uta,</b>	Let the bracing breezes flow,
<b>Kia mātaratara ki tai.</b>	over the land and the sea.
<b>E hī ake ana te atākura.</b>	Let the red-tipped dawn come
<b>He tio, he huka, he hauhū.</b>	with a sharpened edge, a touch of frost,
<b>Tihei Mauri Ora!</b>	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

<b>Unuhia, unuhia, unuhia ki te uru tapu nui</b>	Draw on, draw on
<b>Kia wātea, kia māmā, te ngākau, te tinana, te wairua</b>	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
<b>I te ara takatū</b>	
<b>Koia rā e Rongo, whakairia ake ki runga</b>	Oh Rongo, above (symbol of peace)
<b>Kia wātea, kia wātea</b>	Let this all be done in unity
<b>Āe rā, kua wātea!</b>	

### 1.2 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.

### 1.3 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.

### 1.4 Confirmation of Minutes

The minutes of the meeting held on 10 November 2021 will be put to the Pūroro Āmua | Planning and Environment Committee for confirmation.

### 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 Pūroro Āmua | Planning and Environment Committee.***

The Chairperson shall state to the meeting:

- 
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.

The item may be allowed onto the agenda by resolution of the Pūroro Āmua | Planning and Environment Committee.

***Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment Committee.***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Āmua | Planning and Environment Committee for further discussion.

#### 1.6 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 31.2 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.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

---

## 2. Petitions

---

---

### **PETITION FOR RESIDENT PARKING IN HATAITAI ROAD**

---

#### Summary

Primary Petitioner: Clive Aspin and Terry Armstrong  
Total Signatures: 23

Presented by: Clive Aspin and Terry Armstrong

#### **Recommendation**

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

#### **Background**

1. Wellington City Council operates a system whereby people can petition the Council on matters related to Council business.
2. Clive Aspin and Terry Armstrong submitted the petition, via email, on 1 October 2021.
3. The petition details are as follows:

*We, the undersigned, are writing to request that the WCC allocate dedicated resident parking spaces in the southern end of Hataitai Road*

4. The background information provided for the petition was:

*We are seriously concerned by the problems that have been caused by the recent installation of the roundabout on the corner of Waitoa and Hataitai Roads.*

*While the roundabout has improved safety in the Village, it has exacerbated parking problems in Hataitai Rd. The reduction in public car spaces has meant that local residents are often unable to find spaces near their homes. This situation is made worse by the fact that commuters from other localities regularly park their vehicles all day in Hataitai Rd and take public transport into the city.*

*This week we lost three parking spots outside the Hataitai Centre, one for mobility parking and two for time-limited parking. This has improved accessibility for visitors to the Centre, but it has further exacerbated parking problems for local residents.*

*The community centre is now used for day and night time events and on occasions large numbers of cars are parked in Hataitai Road.*

---

*We request that the Council support a solution that works for both the Hataitai Centre and local residents by providing a limited number of residents parking spaces in Hataitai Rd.*

The petition was submitted with twenty three signatures. The list of authenticated signatures is presented as **Attachment 1**.

## **Officers' response**

### **Background**

5. Wellington City Council operates a system whereby people can petition the Council on matters related to Council business.
6. Clive Aspin and Terry Armstrong submitted the petition, via email, on 1 October 2021.
7. The petition details are as follows:

*We, the undersigned, are writing to request that the WCC allocate dedicated resident parking spaces in the southern end of Hataitai Road*

8. The background information provided for the petition was:

*We are seriously concerned by the problems that have been caused by the recent installation of the roundabout on the corner of Waitoa and Hataitai Roads.*

*While the roundabout has improved safety in the Village, it has exacerbated parking problems in Hataitai Rd. The reduction in public car spaces has meant that local residents are often unable to find spaces near their homes. This situation is made worse by the fact that commuters from other localities regularly park their vehicles all day in Hataitai Rd and take public transport into the city.*

*This week we lost three parking spots outside the Hataitai Centre, one for mobility parking and two for time-limited parking. This has improved accessibility for visitors to the Centre, but it has further exacerbated parking problems for local residents.*

*The community centre is now used for day and night time events and on occasions large numbers of cars are parked in Hataitai Road.*

*We request that the Council support a solution that works for both the Hataitai Centre and local residents by providing a limited number of residents parking spaces in Hataitai Rd.*

The petition was submitted with twenty-three signatures. The list of authenticated signatures is presented as **Attachment 1**.

## **Officers' response**

9. Thank you for your submission and petition for residents parking in Hataitai Road.
10. Currently, we have no timeline to consider residents parking within Wellington until the Parking Governance Board decides on the implementation structure and programme to roll out the Parking Policy.
11. Officers have developed guidelines for general application of resident parking schemes and will progress the development of a working Standard Operation Procedure to apply

---

these schemes. This will include a prioritisation methodology which can be applied to parking scheme requests taking into account different on-street parking conditions.

12. Reviewing these requests and implementing these schemes if they meet the guidelines will require additional staff resources. Current staff resource is fully committed to delivering transport projects as well as day-to-day traffic and parking enquiries.

### **Attachments**

Attachment 1. Signed Petition for Resident Parking in Hataitai Road 

Author	Soon Teck Kong, Transport Engineering and Operations Manager
Authoriser	Siobhan Procter, Chief Infrastructure Officer

---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Not applicable

### **Treaty of Waitangi considerations**

Not applicable

### **Financial implications**

Not applicable

### **Policy and legislative implications**

Parking Policy

### **Risks / legal**

Low

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

Not applicable

### **Communications Plan**

Not applicable

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

Not applicable

Hataitai  
Wellington 6021

19 Mahuru 2021

Te Kaunihera o Pōneke  
Wellington

### **PETITION FOR RESIDENTS PARKING IN HATAITAI ROAD**

Kei ngā Rangatira o Te Kaunihera o Pōneke, tēnā koutou katoa

We, the undersigned, are writing to request that the WCC allocate dedicated resident parking spaces in the southern end of Hataitai Rd.

This letter comes from residents of Hataitai Rd and other local residents who support the purpose of this letter.

We are seriously concerned by the problems that have been caused by the recent installation of the roundabout on the corner of Waitoa and Hataitai Roads.

While the roundabout has improved safety in the Village, it has exacerbated parking problems in Hataitai Rd. The reduction in public car spaces has meant that local residents are often unable to find spaces near their homes.

This situation is made worse by the fact that commuters from other localities regularly park their vehicles all day in Hataitai Rd and take public transport into the city.

This week we lost three parking spots outside the Hataitai Centre, one for mobility parking and two for time-limited parking. This has improved accessibility for visitors to the Centre, but it has further exacerbated parking problems for local residents.

The community centre is now used for day and night time events and on occasions large numbers of cars are parked in Hataitai Road.

We request that the Council support a solution that works for both the Hataitai Centre and local residents by providing a limited number of residents parking spaces in Hataitai Rd.

We would be happy to meet with you to provide further details. We look forward to hearing from you.

Naku noa, nā

NAME	ADDRESS	PHONE
Clive Aspin <i>Clive Aspin</i>	142 HATAITAI RD	0211010622
Terry Armstrong <i>Terry Armstrong</i>	142 Hataitai Rd	0211048842

Conor Sligo	156 Hataitai Rd	0299044200
Hana Yoshida 30	156 Hataitai Rd	021418872
Jessica Galand	150 Hataitai Rd	02041629185
Benjamin Pitt	150 Hataitai Road	02041629186
Steve Yee	152 Hataitai R.	0220887224
Amanda Chen	148 Hataitai Road	0276992209
DEREK Mc Guckrick	148 HATAITAI ROAD	022568622
KETAN PATEL	1 MOXHAM AVE. HATAITAI	0211764975
Isabelle Le Duc	146 Hataitai Road Hataitai	0211507098
Yves Dutilleul	146 Hataitai Road. Hataitai	0221082742
Jason Moses	144 Hataitai Road Hataitai	021936864
Helen Potiki	144 Hataitai Road Hataitai	
VUONG KHEU TH	153 Hataitai Rd Hataitai	0211699036



Kelly Davies	149 Hataitai Road	021 928 159
Andy Damer	149 Hataitai Road	021 928 158
Davin Hall	147 Hataitai Road	021 189 6704
Elisha McNeill	147 Hataitai Road	021 0285 215
Melanie McConnell	128 Hataitai Rd	041 0507967
Richard BRISCOE	128 Hataitai Rd	021 360438
Vanron Ngoun	142 A Hataitai Rd	021 1829789
REKHA PATEL	7, Kainui RD Hataitai	021 0497143

---

CC:

**Councillor Sarah Free**

P: 04 388 7024

M: 022 121 6412

E: [sarah.free@wcc.govt.nz](mailto:sarah.free@wcc.govt.nz)

**Councillor Sean Rush**

M: 021 964 898

E: [sean.rush@wcc.govt.nz](mailto:sean.rush@wcc.govt.nz)

**Councillor Teri O'Neill**

E: [teri.oneill@wcc.govt.nz](mailto:teri.oneill@wcc.govt.nz)

---

### 3. General Business

---

---

## **EVANS BAY PARADE STAGE 2 - GRETA POINT TO COBHAM DRIVE**

---

### **Kōrero taunaki**

#### **Summary of considerations**

##### **Purpose**

1. This report summarises the feedback received on the recent public consultation on the draft design for Evans Bay Parade – Greta Point to Cobham Drive and related traffic resolution.
2. This report to Pūroro Āmua - Planning and Environment Committee seeks approval of a modified traffic resolution that reflects changes suggested through public consultation, and to proceed to detailed design and construction of the Evans Bay Parade Stage 2 – Greta Point to Cobham Drive project.

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

#### **Relevant Previous decisions**

At the Council Strategy and Policy Committee meeting on 8 March 2018 (following consideration of options by a community working group and wider public consultation), it was agreed:

- The Evans Bay Cycleway shall be a two-way cycle path on the seaward side of the road adjacent to the footpath.
- Council officers should develop concept designs and bring the traffic resolution back to the Council for approval.

#### **Significance**

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.

**Financial considerations**

Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

3. A construction cost estimate has been provided by an independent quantity surveyor prior to public consultation. The total cost estimate is \$12 million. This includes a provisional sum of \$4 million for the upgrade or repair of the seawalls and retaining walls between Hataitai beach and the marina.
4. The budget in the LTP is \$12.3 million (inflated). The current estimate is within the LTP budget.
5. The preferred option, which includes some changes in response to public feedback, will mean an expected marginal increase in costs. We will return following detailed design with cost confirmations.
6. Following detailed design, a further cost estimate will be provided.

**Risk**

Low       Medium       High       Extreme

Authors	Hilary Fowler, Senior Transport Engineer Daniel Cairncross, Principal Transport Engineer Paul Barker, Transport Planning Manager
Authoriser	Vida Christeller, Manager City Design & Place Planning Liam Hodgetts, Chief Planning Officer

**Taunakitanga**

**Officers' Recommendations**

Officers recommend the following motion

That Pūroro Āmua - Planning and Environment Committee:

- 1) Receive the information
- 2) Note the results of the public consultation, which received feedback from over 1,000 submitters, 63% supporting or strongly supporting the design.
- 3) Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction
- 4) Note that the traffic resolution and design has been modified post public consultation, including the following changes:
  - a. Space for an extra 13 on-street car parks being reinstated due to minor space reallocation through minor traffic lane and bike path narrowing.
    - i. Two adjacent to the boat sheds on east side of road
    - ii. Four opposite boat sheds on west side of road
    - iii. Two opposite Yacht Club on west side of road
    - iv. Two opposite public boat ramp on west side of road
    - v. Three opposite southern end of marina on west side of road

- b. Space for an extra two on-street car parks opposite Hataitai beach created by building into the reserve, proposed to be P10 to facilitate drop-off and pick-ups. Note that the grassed area is road reserve.
  - c. Relocation of pedestrian crossing near to Greta Point Café to a location further north, resulting in four additional car parking spaces.
  - d. Conversion of one on-street car park at Greta Point to provide an additional mobility parking space (P90).
  - e. Optimisation of the space available at the public boat ramp to provide more parking for recreational visitors to the area, particularly for water-based activities.
  - f. Improvements to the intersections of Rata Road and Belvedere Road to make them safe for all users, and accessible for people crossing them or accessing to or from the new pathway.
- 5) Note that Council officers intend to bring a paper to the Pūroro Hātepe / Regulatory Processes Committee outlining parking restrictions for the marina and public boat ramp areas. This expenditure is not included in the current budget.

## **Whakarāpopoto**

### **Executive Summary**

7. This report asks the Pūroro Āmua / Planning and Environment Committee to approve the traffic resolution for Evans Bay Parade between Greta Point and Cobham Drive, and proceed to detailed design as per concept designs advertised during public consultation (14 September – 14 October 2021), with some recommended changes.
8. Completing this connection is an important part of building a city where it will be easy to get around in low carbon ways, and to see and enjoy the places that make the capital so special.
9. This section of Paneke Pōneke, the planned citywide network of safe biking and scooting routes, will complete Tahitai, which is the key commuter and recreational route around the bays from the east. It will also improve the connection to Kilbirnie shops.
10. It is a step towards lower emissions and a future where more people of all ages and abilities can opt to bike, walk, scoot or take public transport more often.
11. The proposed project is consistent with, and will connect, the new walking and bike paths that are already in place on Cobham Drive and further around Evans Bay. It will see a two-way bike path and separate footpath on the eastern side (harbour side) of the road. It will also include:
  - a. Removal of six bus stops (three on each side of the road) to improve bus travel time and efficiency as bus stops in this area are closely spaced.
  - b. Some improvements to remaining bus stops (four on each side of the road).

- 
- c. Urban design and landscaping improvements at Cog Park and near the heritage listed site Evans Bay Patent Slip.
  - d. Two new raised pedestrian crossings, one new raised cycle/pedestrian crossing, and similar changes to the existing crossings at Cog Park and Hataitai beach, to help reduce speeds and provide more safe places to cross.
  - e. Reallocation of road space to accommodate the new bike path and footpath, which will mean a reduction in on-street car parking between Hataitai beach and Cobham Drive, but an increase at Greta Point and Cog Park.
  - f. The removal of the painted median through Greta Point.
12. A public consultation on traffic resolutions for the concept designs was undertaken from 14 September to 14 October 2021. A total of 1,032 submissions were received. 63% support or strongly support the concept designs, while 33% oppose or strongly oppose.
13. Officers propose the following changes in response to public feedback:
- a. Space for an extra 13 on-street car parks being reinstated due to minor space reallocation through minor traffic lane and bike path narrowing.
    - i. Two adjacent to the boat sheds on east side of road
    - ii. Four opposite boat sheds on west side of road
    - iii. Two opposite Yacht Club on west side of road
    - iv. Two opposite public boat ramp on west side of road
    - v. Three opposite southern end of marina on west side of road
  - b. Space for an extra two on-street car parks opposite Hataitai beach created by building into the reserve, proposed to be P10 to facilitate drop-off and pick-ups.
  - c. Relocation of pedestrian crossing near to Greta Point Café to a location further north, resulting in four additional car parking spaces.
  - d. Conversion of one on-street car park at Greta Point to provide an additional mobility parking space (P90).
  - e. Optimisation of the space available at the public boat ramp to provide more parking for recreational visitors to the area, particularly for water-based activities.
  - f. Improvements to the intersections of Rata Road and Belvedere Road to make them safe for all users, and accessible for people crossing them or accessing to or from the new pathway.

## **Takenga mai**

### **Background**

14. At the Council Strategy and Policy Committee meeting on 8 March 2018 (following consideration of options by a community working group and wider public consultation), it was agreed:

- 
- g. The Evans Bay Cycleway shall be a two-way cycle path on the seaward side of the road adjacent to the footpath.
  - h. Council officers should develop concept designs and bring the traffic resolution back to the Council for approval.
15. The project has subsequently been split into two stages. Stage 1 between Carlton Gore Road and Greta Point has been partially constructed, while other parts are under construction or going through detailed design. The project for consideration by the committee is Stage 2 between Greta Point and the intersection with Cobham Drive.
16. The te reo name gifted for this section is Te haerenga hoa o Te Aro – Te Aro’s long journey. This ingoa wahi conveys the history of the journey of peoples of Te Aro, from their arrival in Aotearoa, their journey to Taranaki, and then on to Te Whanganui-a-Tara.

### **Kōrerorero**

### **Discussion**

- 17. To provide a high-quality and safe environment for all users a rebalancing of how road space is allocated is required.
- 18. Design decisions for the project are covered in the draft Supplementary Design Report (Attachment 6) which accompanies this paper. (Note this document has not been updated since consultation).

### **Parking**

- 19. The removal of approximately 131 of 292 on-street car parks on this key route into the city was proposed in the consultation concept designs. This is to provide enough width for safe walking, cycling, movement of buses and other heavy vehicles, and safe entry and exit from driveways. This represented a reduction in on-street parking of approximately 46%. The majority of the spaces which have to be removed to allow space for safe transit of all modes is between Hataitai beach and the Evans Bay Marina.
- 20. While there is good support overall for this project to go ahead, much of the opposition to the project is due to parking removal.
- 21. Officers are proposing changes to the concept designs advertised, which reduces the number of spaces being removed to 112 on-street car parks, an overall of reduction from 46% to 38%.
- 22. Officers’ recommendations for changes to the concept designs do not compromise on the projects’ objectives.
- 23. Officers propose the following changes in response to public feedback:
  - a. Space for an extra 13 on-street car parks being reinstated due to minor space reallocation through minor traffic lane and bike path narrowing.
    - i. Two adjacent to the boat sheds on east side of road
    - ii. Four opposite boat sheds on west side of road
    - iii. Two opposite Yacht Club on west side of road
    - iv. Two opposite public boat ramp on west side of road

- 
- v. Three opposite southern end of marina on west side of road
  - b. Space for an extra two on-street car parks opposite Hataitai beach created by building into the reserve, proposed to be P10 to facilitate drop-off and pick-ups.
  - c. Relocation of pedestrian crossing near to Greta Point Café to a location further north, resulting in four additional car parking spaces.
  - d. Conversion of one on-street car park at Greta Point to provide an additional mobility parking space (P90).
  - e. Optimisation of the space available at the public boat ramp to provide more parking for recreational visitors to the area, particularly for water-based activities.
24. To encourage higher car parking turnover through Greta Point, it is proposed to replace P120 parking restrictions with P90 parking restrictions.
25. It is proposed to introduce a P180 parking restriction on the car parking spaces around Cog Park, encouraging turnover for visitors to the park and its amenities, Hataitai beach, and the dog park, but also to allow enough time for people doing recreational activities like kayaking.
26. This paper is accompanied by a Parking Management Plan (Attachment 5) which provides more detail about where changes to on-street parking would be required and what new parking restrictions are proposed.

#### Flush median

27. Reallocation of road space also means the painted median through Greta Point needs to be removed.
28. This has not changed since public consultation.

#### Buses

29. To enable more efficient travel times for buses, we propose to remove three pairs of bus stops along the route, which are close to other stops, and make some improvements to the remaining stops (four pairs). This is consistent with the principles of the joint Council Bus Priority Action Plan, approved by Councillors in December 2019.
30. This has not changed since public consultation.

#### Urban design, landscaping and heritage

31. We propose amenity upgrades in the area between Cog Park and the Evans Bay Patent Slip which contribute to telling the story of this significant heritage-listed site. Seating, landscaping, interpretation features telling the area's history and other improvements are proposed.
32. There were many suggestions relating to public amenity, such as more seating, bike parking, and skateboarding features, in the public consultation which will be considered during the detailed design stage.



---

Travel speeds

33. The project includes measures to reduce operating travel speeds, (but not speed limits), particularly through Greta Point. This includes the provision of slightly raised pedestrian crossings. Their ability to slow traffic will be limited by the need to retain a level of comfort for bus passengers and other heavy vehicles on this key transport route.
34. This has not changed since public consultation.

Rata Road and Belvedere Road intersections

35. Public feedback also suggested that improvements be made to the Rata Road and Belvedere Road intersections, which officers propose to take on board. This will mean improved access to the seaward side footpaths and bike paths, as well as improved accessibility and safety for pedestrians crossing the intersection.

Public boat ramp and marina

36. Officers have identified that with some minor road marking changes that there is an ability to increase the number of available parking spaces in the off-street public boat ramp. This will be done as part of the project.
37. Separate to the project, Council officers propose to review parking operations within the public boat ramp and marina areas. At busy times during events, off-street parking is under increasing pressure by recreational users. The parking review will look to what measures may be necessary to ensure that there is sufficient turnover of parks to meet the needs of recreational users. A separate paper will be coming to the Pūroro Hātepe / Regulatory Processes Committee to address the public boat ramp and marina parking.
38. Costs to implement and operate any parking restrictions within the marina precinct have not been costed or budgeted as part of the project and will need to be identified.

**Kōwhiringa**

**Options**

39. There are three options for the Committee to consider:
  - a. Approve the traffic resolution with changes. This is the preferred option as it takes on board public feedback without compromising the projects' objectives. It has a rough order cost estimate of about \$12.3 million.
  - b. Approve the traffic resolution as originally proposed without changes. This has a rough order cost estimate of about \$11.7 million. This is not recommended as officers believe there are improvements that can be made based on public feedback, and that are in keeping with the projects' objectives to provide high-quality facilities that will make walking, biking, and scooting safer.
  - c. Do not approve the traffic resolution as consulted on and either leave Evans Bay Parade with its existing road layout or ask officers to come back with something different. This is not recommended as it goes against the decision made by Councillors in March 2018. It is also not in line with Council's wider objectives and goal to have a citywide network of safe routes.

**Whai whakaaro ki ngā whakataunga**

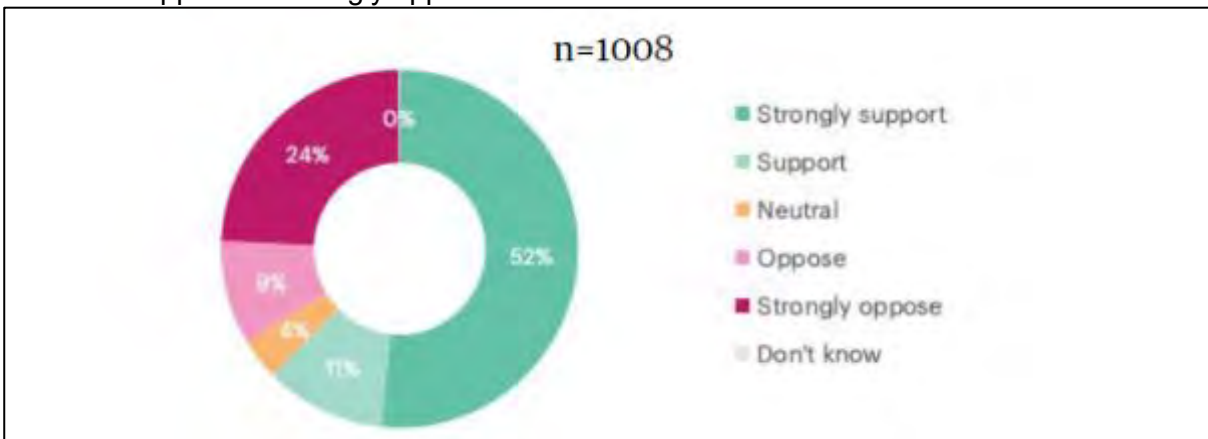
**Considerations for decision-making**

**Alignment with Council’s strategies and policies**

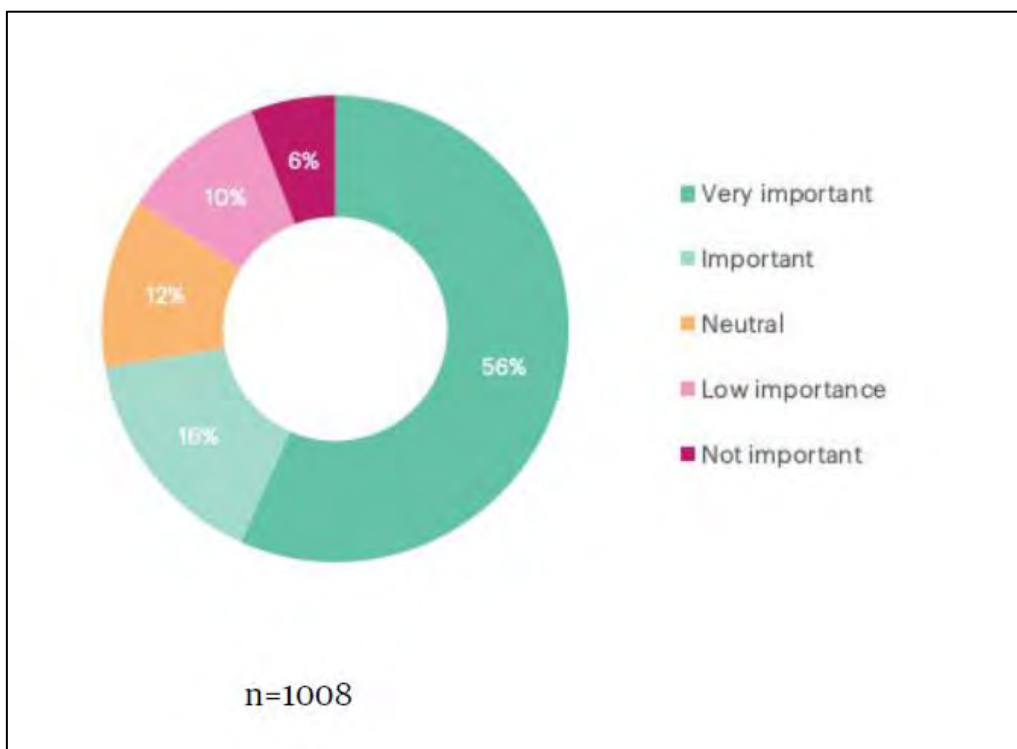
- 40. This project aligns with Te Atakura’s goals of a zero-carbon future by encouraging mode shift.
- 41. The designs for this project have been guided by the Parking Policy, approved by Councillors in August 2020. Evans Bay Parade is a key transport route, therefore movement of people by any mode is of highest importance and provision of on-street parking is of lowest importance.
- 42. The complete Tahitai, which will be in place once Evans Bay Stage 2 is complete, is identified as a key route in the draft Paneke Pōneke Bike Network Plan

**Engagement and Consultation**

- 43. Public consultation on the concept designs was undertaken from 14 September to 14 October 2021.
- 44. A total of 1,032 responses were received. 63% support or strongly support the design. 33% oppose or strongly oppose.



- 45. 72% of respondents believe it is important or very important to make it easier and safer for people to walk and ride bicycles in the areas. 16% believe it is of low importance or not important.



46. 31% of respondents stated that doing recreational activities in the area is their main relationship with the area. A further 30% travel through the area, and 24% live in the area.
47. 46% of respondents drive as their main way of travelling through the area. 36% cycle, while 10% walk or run, and 4% use the bus.
48. The table below outlines the key comment themes arising out of the consultation:

Comment themes	Response
General support (73 comments)	Thanks for your feedback. Councillors will debate the proposal and decide on how to proceed at the Pūroro Āmua / Planning and Environment committee meeting on 24 November.
This will improve safety (31 comments)	Safety is a key principle of the design. Features such as separated bike and footpaths and raised pedestrian crossings will improve safety not just for those walking, cycling, or scooting, but for all road users.
Important for connecting network (28 comments)	The section between Greta Point and Cobham Drive is the last section of Tahitai, and offers a safe, traffic-free walking/running and cycling option from Oriental Bay to Miramar.
Prioritise active modes (23 comments)	Walking, then other active modes such as cycling and scooting, are at the top of the Council's transport hierarchy as published in Te Atakura (WCC's climate change strategy)

	and the Parking Policy.
This will have a positive impact on businesses (4 comments)	Studies from other cities indicate that projects such as this have a positive impact on businesses and economic activity overall.
Suggestions for improvement (168 comments)	<p>Thanks for your suggestions. Some of these have been taken on board and others will be considered during the next stage of detailed design. An example of one that we want to take on board is the inclusion of the intersections with Rata Rd and Belvedere Rd into the project scope.</p> <p>Many suggested an alternative route closer to the coast rather than following the road. The route has already been decided and agreed on. This is a key commuter as well as recreational route, so it is important that it is direct and safe. Biking through the marina area or behind NIWA would not be as direct, and many people would not see it as an appealing place to ride after dark. Passing vehicles, passers-by and houses across the road all help to provide a level of passive surveillance that you wouldn't get closer to the sea.</p>
Don't remove car parks (152 comments)	<p>There is not enough space in some sections of the route to provide on-street parking on both sides and a separated walking and cycling facility. WCC's Parking Policy states that on key transport routes (such as Evans Bay Parade), the movement of people is more important than parking.</p> <p>However, we acknowledge that Evans Bay Parade is also a key recreational area for the city. We have relooked at the plans and identified where minor adjustments can be made to provide more on-street parking. This is a modest amount as it is still not possible to have parking on both sides between Hataitai beach and the public boat ramp.</p> <p>We believe there is an opportunity to reconfigure the available space at the public boat ramp to provide more off-street car parking space. We can work with stakeholders on the best solution for this area in the next stage of detailed design.</p>
Consider parking times / allocation of remaining car parks (70 comments)	<p>We are proposing to replace P120 time restrictions through Greta Point with P90 to encourage high turnover. We are also proposing to introduce a P180 time restriction to the parks around Cog Park, encouraging turnover for visitors to the park and its amenities, as well as to the beach and dog park.</p> <p>Short-stay car parks are proposed adjacent to Hataitai beach and the boat sheds to enable drop-off and pick-up of people and equipment.</p> <p>All other spaces are proposed to remain unrestricted.</p>

	Residents-exempt parking restrictions have been considered by the project team. However, due to uncertainty about what parking patterns will emerge following construction, it was decided not to proceed as we don't know what the parking restriction should be. This will be monitored closely following project completion.
Consider different abilities of bike riders (31 comments)	The proposed facility is intended for all ages and abilities, not just the fit and able-bodied.
Just get on with it (22 comments)	We are working as fast as is feasible. There are still many aspects of the design to consider, such as seawall and retaining wall strengthening.
Position bus stops so they don't obstruct vehicles (16 comments)	Bus services generally perform better if they don't have to wait for traffic to let them in at off-line bus stops. Considering all the people on the bus, there is less overall delay to people with in-line bus stops compared to off-line bus stops.
Consider needs of skateboarders (16 comments)	We will consider how to provide for the needs of skateboarders at the next stage of detailed design.
Don't remove bus stops (13 comments)	The bus stops in this area are very close together. Optimal bus stop spacing is 400m-800m according to Greater Wellington Regional Council (GWRC). Having bus stops too close together reduces the efficiency and reliability of the bus service. We undertook a catchment analysis which shows that almost all properties are still within a 5-minute walk of a bus stop on Evans Bay Parade. Of those that are not, these properties are closer to bus stops on other routes through Hataitai.
Consider lowering speeds (12 comments)	Lowering the actual speed limit is out of scope for the project. We do want to reduce operating speeds and plan to do this through raised pedestrian crossings and a 'Slow Zone' through Greta Point. We are waiting on new legislation around speed management and plan to return to council with a speed management plan for the city once this is approved.
More bike facilities (12 comments)	We will consider additional facilities such as bike racks, repair stations etc at the detailed design stage.
More car parks could be removed (3 comments)	We don't think removing more car parks is necessary for the success of the project.
Concern about impact on recreational user (102 comments)	We believe that we can have a world-class walking and cycling facility, AND a thriving water-based recreational scene. At the next stage of detailed design, we plan to work with stakeholders to reconfigure the space at the public boat ramp to provide more off-street parking.

<p>Concern about impact on business / community groups (98 comments)</p>	<p>Studies overseas indicate that projects such as this can have a positive impact on businesses and economic activity overall.</p> <p>Some community groups may be impacted by parking loss, which we have tried to mitigate as best we can through parking restrictions and a desire to optimise off-street parking space available at the public boat ramp.</p>
<p>Concern for conflict of modes (92 comments)</p>	<p>We will investigate ways to best delineate between the footpath and the bike path during the detailed design stage. We will investigate tactile delineation to aid blind and low-vision pedestrians. There is not enough space to provide the same level of separation between people walking and people cycling as there is on Cobham Drive.</p> <p>The driveways along the route do still present a conflict point. We will implement best practise design standards to minimise the risk of conflict.</p>
<p>Concern for people with mobility issues (67 comments)</p>	<p>Accessibility for people with mobility impairments has been a key consideration of the design process. Accessibility improvements include:</p> <ul style="list-style-type: none"> <li>• A bike path separated from the footpath which reduces the likelihood of conflict with people cycling</li> <li>• A separate bike path provides opportunity for exercise for those who find cycling easier than walking</li> <li>• Raised pedestrian crossings reduce the level changes required for people to cross the road, and make people using them more visible</li> <li>• Additional pedestrian crossings offer more opportunities to cross the road with priority</li> <li>• Retention of mobility parking space at the southern end of Cog Park, which is also close to Hataitai beach</li> <li>• Following consultation, we also propose converting one on-street car park at Greta Point to a P90 mobility park</li> </ul>
<p>General opposition (60 comments)</p>	<p>Thanks for your feedback. Councillors will debate the proposal and decide on how to proceed at the Pūroro Āmua / Planning and Environment committee meeting on 24 November.</p>
<p>Concern about impact on residents (56 comments)</p>	<p>Most of the parking on the residential side of the street is retained. Most properties on Evans Bay Parade have access to off-street parking. However, we acknowledge that there is less on-street parking available to residents, particularly in multiple-vehicle households.</p> <p>We will monitor parking patterns closely post-construction and work with residents to ascertain whether a residents-</p>

	exempt parking restriction may be necessary.
Concerns about road width (31 comments)	Evans Bay Parade is a key freight and over-dimension route, so road widths must meet a certain standard. Standard motor vehicles will comfortably be able to drive the section without crossing the centre line.
Concern on about cyclist behaviour / riding on road (27 comments)	Some people are still cycling on the road around Evans Bay Parade because the full bike path is not yet complete. Some riders, understandably, do not want to cross back and forth between the path and the road all the time. Once complete, we expect that most riders of all abilities will use the path. There may still be some riders who prefer to ride in traffic, particularly if they're bunch riding in a peloton travelling at a similar speed to the traffic.
This should not be a priority compared to other things (25 comments)	Developing a healthy, safe, low carbon transport system means that changes like these are essential for the future. There's going to be a lot more people living here, we have a housing crisis and a climate emergency, so it's important we get on with making it possible for more people of all ages and abilities to get about by public and active transport.
Don't make changes (24 comments)	Thanks for your feedback. Councillors will debate the proposal and decide on how to proceed at the Pūroro Āmua / Planning and Environment committee meeting on 24 November.
Concern about new crossing (18 comments)	Pedestrian crossings are necessary to improve connectivity and accessibility, especially through Greta Point. All crossings will be raised which will also improve safety for all road users by reducing travel speeds.
Concern about cycle lane width (14 comments)	The desirable width for the two-way bike path is 3m, and 2m for a footpath. In some locations, the width of the bike path has had to be narrowed slightly, but not to less than 2.5m which is the acceptable minimum.

49. A feedback report (Attachment 2) is appended to this paper for further reference.
50. The project team met with directly affected groups and businesses from November 2020 – January 2021. The purpose of these meetings was for the project team to gather local knowledge of the area and understand some of the concerns. It was also an opportunity for the stakeholders to ask questions of the project team. These discussions influenced aspects of the concept designs.
51. There has been previous engagement and consultation on changes to Evans Bay Parade in recent years.
  - a. *Whole route 2017*. Community engagement was undertaken early in the development of the overall Evans Bay Parade project. This included a community working group which developed community objectives for the project, considered a wide range of options, and helped decide on the two

options that went out for wider public consultation. The consultation on options happened in September 2017. 73% of respondents supported a two-way bike path on the seaward side, which was the recommended option presented to Councillors at the Strategy and Policy Committee meeting on 8 March 2018. The whole project was subsequently split into two stages, with Stage 1 between the intersection with Carlton Gore Road and Greta Point progressing first.

- b. *Proposed Covid-19 temporary changes 2020.* In June 2020, the Council proposed rapid installation of a temporary two-way cycle facility on Evans Bay Parade between Greta Point and the intersection with Cobham Drive. It was one of five projects proposed in response to the requirement for social distancing under alert levels 2-4. Due to a quicker than expected return to alert level 1, the projects were pulled before being presented to the Strategy and Policy Committee, but not before a traffic resolution consultation. The consultation received 677 responses, 57% of which were in support of the project. Because of its temporary nature, the Evans Bay Covid-response project did not involve changes to kerbs so would have required the removal of all parking on the eastern (harbour side) of the road. This triggered a Parliamentary petition against the project, instigated by Greta Point Café. The petition received 360 signatures opposing the removal of parking on Evans Bay Parade.

### **Implications for Māori**

52. The project team includes a member of the Port Nicholson Block Settlement Trust and Te Aro Pā Trust, who gifted the te reo name Te Haerenga o Te Aro. The project team has incorporated mana whenua design principles into the project designs. Through the project, we intend to enhance the mana of the area, by providing a place where people can learn more about the historic and cultural relevance of the area.

### **Financial implications**

53. The LTP budget for this project is \$12.3 million (inflated), which includes detail design and construction.
54. A construction cost estimate based on concept design is \$12 million and therefore is within the LTP allocation.
55. There is a risk of additional expenditure due to higher-than-expected design and/or construction costs, especially regarding the retaining walls and seawalls. Following detailed design, a further cost estimate will be provided. We will come back to Council for a decision on how to proceed on any additional costs above the LTP allocation.

### **Legal considerations**

56. The proposed traffic resolution has now been consulted on in accordance with the LGA 2002 and the Council's Traffic Bylaw. The Council may now make the resolution.

### **Risks and mitigations**

57. A key risk is unknown costs associated with the seawalls and retaining walls. More investigation will be carried out during the detailed design stage, which will allow a more definitive cost estimate to be made.
58. Community opposition to removal of on-street car parking between Hataitai beach and public boat ramp. Within the geometric constraints of the legal road boundary width, we



have mitigated against this with proposed changes to the project and traffic resolution, while still adhering to the projects' objectives to construct a high-quality bike path and footpath.

### **Disability and accessibility impact**

59. Accessibility has been a key consideration in the design process. Accessibility improvements include:
- a. A bike path separated from the footpath which will reduce the likelihood of conflict between pedestrians and people cycling or using other wheeled devices
  - b. A separate bike path provides opportunity for those who find cycling easier than walking
  - c. Raised pedestrian crossings reduce the level changes required for people to cross the road, and make people using them more visible
  - d. Additional pedestrian crossings offer more opportunities to cross the road
  - e. Existing steps near the patent slip will be replaced with a ramp
  - f. Improvements to lighting
  - g. Retention of mobility parking space at southern end of Cog Park, which is also close to Hataitai Beach
  - h. Following consultation, we also propose converting one on-street car park in Greta Point to a P90 mobility park
60. We will seek advice from universal design specialist during detailed design to ensure we are getting the details right. We will present the project to the Accessibility Advisory Group at the start of the detailed design process.

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

61. This project will help the Council meet 'Te Atakura – First to Zero' climate change goals by encouraging more trips by walking and cycling to and from the eastern suburbs. It also includes changes to improve bus journey times and reliability. The completion of this project will be the final piece in a high-quality traffic-free cycling route from Miramar to the waterfront. It will serve eastern suburbs residents as well as recreational users and visitors to the city.

### **Communications Plan**

62. Communications will include a news release following this decision, and an email to submitters to let them know what the Council has decided, and the next steps for the project team.

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

63. The construction of a facility separate from both the footpath and the road will improve the safety of all road users. A road safety audit of the concept designs has been completed.







- 
64. Further road safety audits will be completed at different stages of the design and construction process in accordance with Waka Kotahi guidelines.

### **Ngā mahinga e whai ake nei**

#### **Next actions**

65. Assuming approval, officers will proceed to procuring a consultant to undertake detailed design, apply for the required resource consents, and undertake necessary reviews including safety audits before proceeding to construction.
66. Officers will commission an archaeological assessment of the Evans Bay Patent Slip site to accompany the resource consent application.
67. We expect the detailed design process to take up to a year with construction on this section likely to begin early in 2023.
68. Construction on this section will need to take account of ongoing work in other sections of Evans Bay Parade to ensure that construction disruption is minimised.

#### **Attachments**

- Attachment 1. Amended Traffic Resolution 
- Attachment 2. Consultation Report 
- Attachment 3. Amended concept designs with changes highlighted 
- Attachment 4. Amended concept designs in full 
- Attachment 5. Draft Supplementary Design Report (not updated since consultation) 
- Attachment 6. Amended Parking Management Plan 

**We are proposing a change in your area**

This report gives an overview of the changes proposed on Evans Bay Parade between Cobham Drive to just north of Greta Point and details of the traffic-related decisions (resolutions) that will be required. You'll find more information about the proposal, including plans and artist's impressions, online at [www.transportprojects.org.nz/evansbay](http://www.transportprojects.org.nz/evansbay).

**Proposal:**

<b>Reference</b>	TR121-21 Evans Bay Parade, Wellington – Cycle Lanes; Bus stops; Give way/Stop; Pedestrian crossing; Time Limited parking; NSAAT
<b>What we'd like to do</b>	<p>We propose to construct a two-way bike path and separate footpath along the western side of Evans Bay Parade, replacing the existing shared path. This project will result in changes to some areas that are currently used for on-street parking, including:</p> <ul style="list-style-type: none"> <li>• rearrangement of on-street parking – there will be new parking spaces available in some places, and many spaces removed in others.</li> <li>• new timing restrictions in some areas</li> <li>• removal of three bus stop pairs</li> <li>• new pedestrian crossings</li> </ul> <p>More information about the parking changes can be found in the Parking Management Plan.</p>
<b>Why we are proposing the change</b>	<p>This proposal is about completing Tahitai, the walking and bike connection from the east. Planning started about five years ago with drop-in sessions at the ASB sports centre, a community working group, community consultation, and a 2018 Council decision and vision to develop this part of Te Aranui o Pōneke/the Great Harbour Way with a seaward-side footpath and two-way bike path.</p> <p>With the climate emergency and the city's goal to be a net zero carbon capital by 2050, it's even more critical people of all ages and abilities can get about safely and sustainably. Developing a network of connected bike and walking routes is part of building a future where that's possible.</p>
<b>Location – where we propose to make the change</b>	217-517 Evans Bay Parade (from NIWA at Greta Point to the intersection with Cobham Drive)
<b>Impact</b>	<p>To achieve a high quality and safe route for everyone moving through this area, we need to use the road space in a different way. In narrow areas, this will mean less, or very little, space for on-street parking. Reducing on-street parking provides:</p> <ul style="list-style-type: none"> <li>• space for a two-way bike path and dedicated footpath separated from motor vehicle traffic</li> <li>• appropriate bus stop entry and exit tapers to allow buses to efficiently use bus stops without blocking vehicle movement on the road</li> <li>• safe visibility entering and exiting driveways</li> <li>• space for heavy vehicles and buses to travel in both directions without having to cross the centre line.</li> </ul>

**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
 Me Heke Ki Pōneke

	<p>The reallocation of road space will make things safer and create more space for people. However, the proposed changes will affect some people, particularly residents without off-street parking and people who drive to venues such as the Yacht Club, Sea Scouts hall and Hataitai Beach.</p> <p>There are approximately 292 on-street car parking spaces along Evans Bay Parade between NIWA and Cobham Drive. To improve the area and more fairly balance the needs of people who walk, bike, drive, and use the area in different ways, we propose to reduce the amount of parking by approximately <del>124</del> <b>112</b> spaces, reducing overall supply by <del>45</del> <b>38</b> percent. Parking removal is not evenly spread, with most of the parking loss occurring in the tightest section from Hataitai Beach to the public boat ramp on both sides of the road.</p> <p>There will be a slight increase in parking through Greta Point and around Cog Park. We also propose to make some changes to parking restrictions, including providing more short-term spaces for goods and services vehicles, and drop-offs and pick-ups, which will improve visitor access to business and recreation facilities.</p> <p>Pedestrians benefit from the separation from people on bikes and having additional safe places to cross the road.</p> <p>Bus users benefit from a more efficient bus service that does not stop as often, and from having more accessible bus stops.</p>
<p><b>How this relates to the parking policy</b></p>	<ul style="list-style-type: none"> <li>• Support shift in the type of transport used – facilitate a shift to using active (eg walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport routes rather than people parking or storing stationary vehicles.</li> <li>• Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. This is relevant for the changes we are proposing in the Greta Point area.</li> </ul>
<p><b>Additional Information</b></p>	<ul style="list-style-type: none"> <li>• Average daily bus passenger number: 300-400 passengers per day</li> <li>• Average daily traffic count: 11,000-14,000 vehicles, 4-6% heavy vehicles</li> <li>• To view the legal description for this traffic resolution, an electronic copy of this report will be available on the Council’s website from Tuesday 14 September 2021 at <a href="https://transportprojects.org.nz/evansbay">transportprojects.org.nz/evansbay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<p><b>Feedback</b></p>	<p>The consultation period for concept designs of Stage 2 of the project (between Greta Point and Cobham Drive) ran from 14 September to 14 October 2021. Due to Covid restrictions, the consultation period was delayed by a week and two planned drop-in sessions had to be cancelled. Instead, the Council hosted two online webinars, which attracted over 80 participants.</p>



**We are proposing a change in your area**

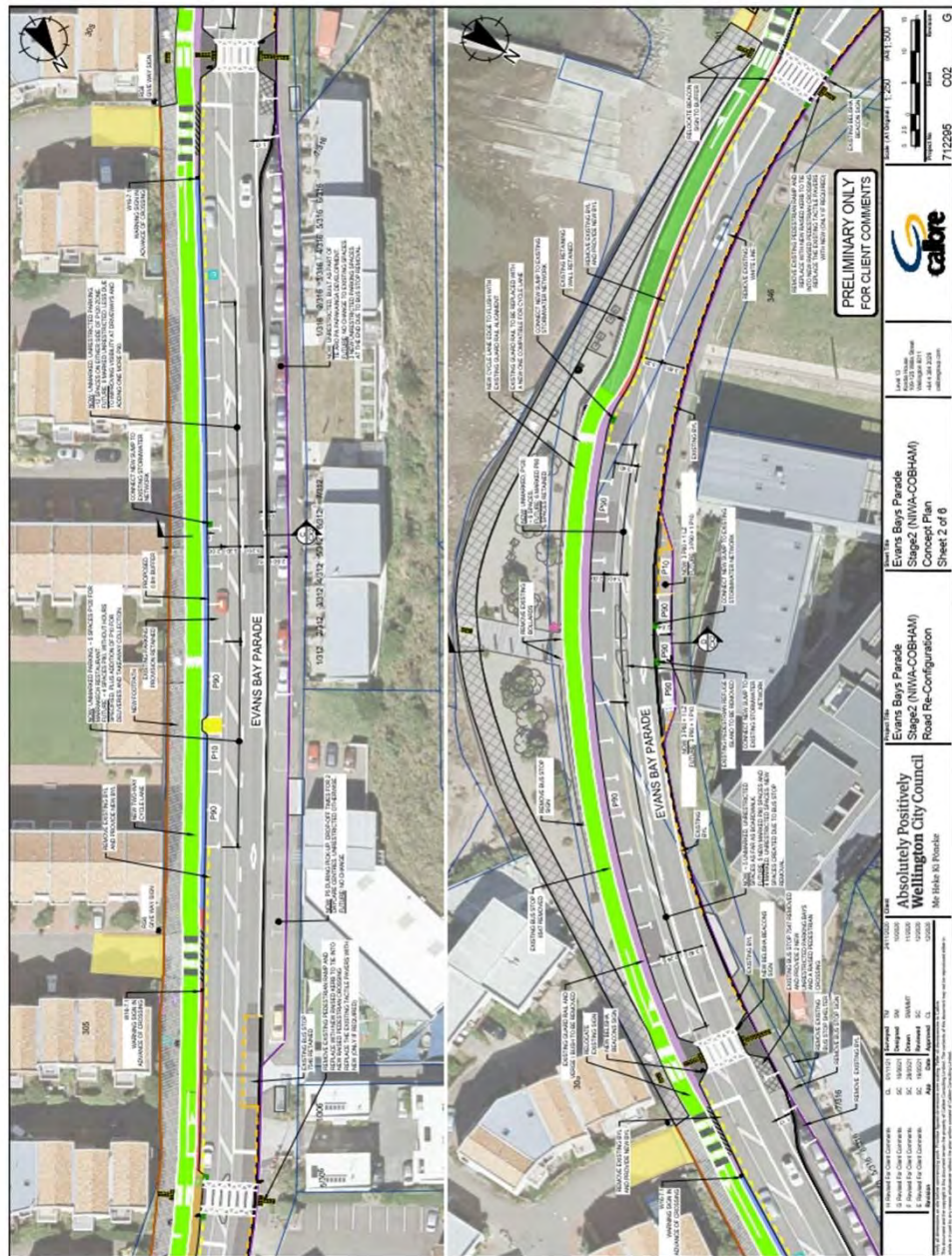
	<p>A total of 1,032 responses were received. 63% of submissions support or strongly support the proposals. 33% oppose or strongly oppose. 22 of the submissions were on behalf of an organisation.</p> <p>The key theme of the opposition was the removal of on-street car parking, particularly adjacent to Hataitai beach, the boat sheds and the Evans Bay Yacht and Motor Boat Club. Those that undertake water-based recreational activities were most likely to oppose the project.</p> <p>There was also a significant number of constructive comments on what could be changed to improve the designs. Some of these have been taken on board and will be considered in more detail during the detailed design stage of the project.</p> <p>Officers propose the following changes in response to public feedback</p> <ul style="list-style-type: none"> <li>• An extra 13 on-street car parking spaces being reinstated due to minor space reallocation through minor traffic lane and/or bike path narrowing             <ul style="list-style-type: none"> <li>○ Two adjacent to the boat sheds on east side of road</li> <li>○ Four opposite boat sheds on west side of road</li> <li>○ Two opposite Yacht Club on west side of road</li> <li>○ Two opposite public boat ramp on west side of road</li> <li>○ Three opposite southern end of marina on west side of road</li> </ul> </li> <li>• An extra two on-street car parking spaces opposite Hataitai beach created by building into the reserve, proposed to be P15 to facilitate drop-off and pick-up</li> <li>• Optimisation of the space available at the public boat ramp to provide more parking for recreational visitors to the area, particularly for water-based activities.</li> <li>• Relocation of pedestrian crossing near to Greta Point Café to a location further north, resulting in four additional car parking spaces</li> <li>• Conversion of one on-street car parks to provide an additional mobility parking spaces at Greta Point (P90)</li> </ul> <p>These changes are reflected in the Traffic Resolution below.</p>
<p><b>Next Steps</b></p>	<ol style="list-style-type: none"> <li>1. Feedback collated by Friday, 12 November 2021.</li> <li>2. The proposal will go to the Pūroro Āmua / Planning and Environment Committee on Wednesday, 24 November 2021.</li> <li>3. If approved, the proposal will proceed to detailed design, which will take 9-12 months.</li> </ol>





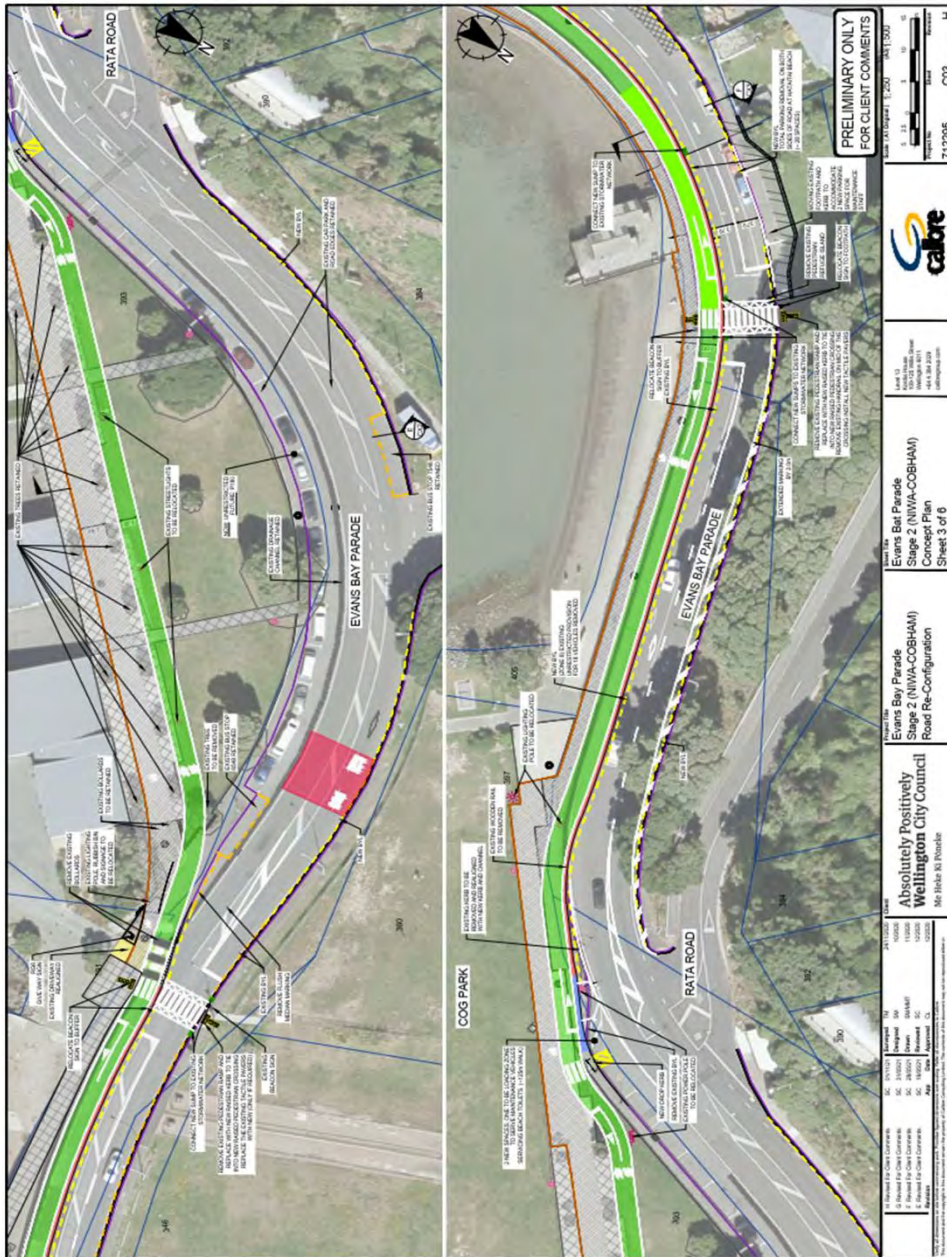
**We are proposing a change in your area**

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





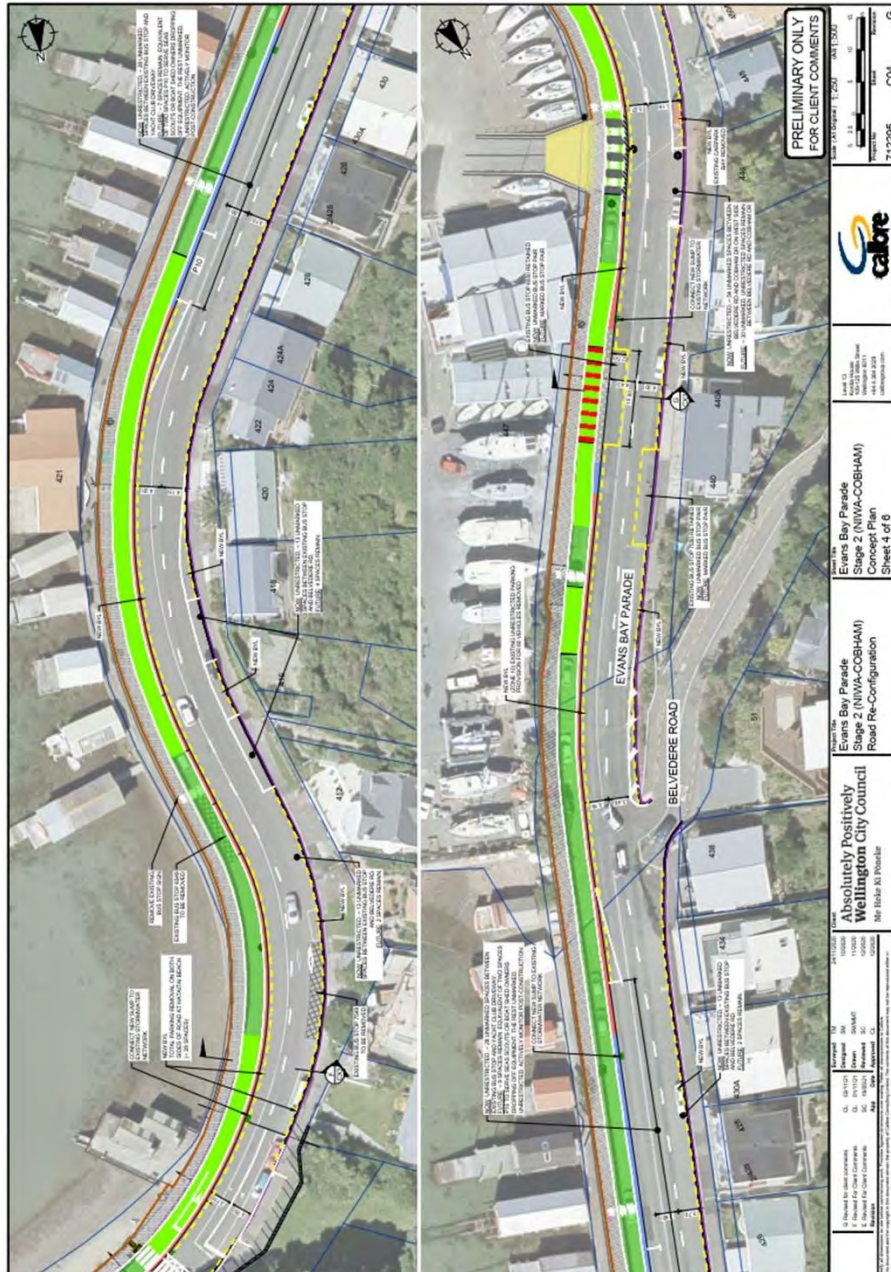
**We are proposing a change in your area** Absolutely Positively Wellington City Council  
 Me Heke Ki Pōneke





**We are proposing a change in your area**

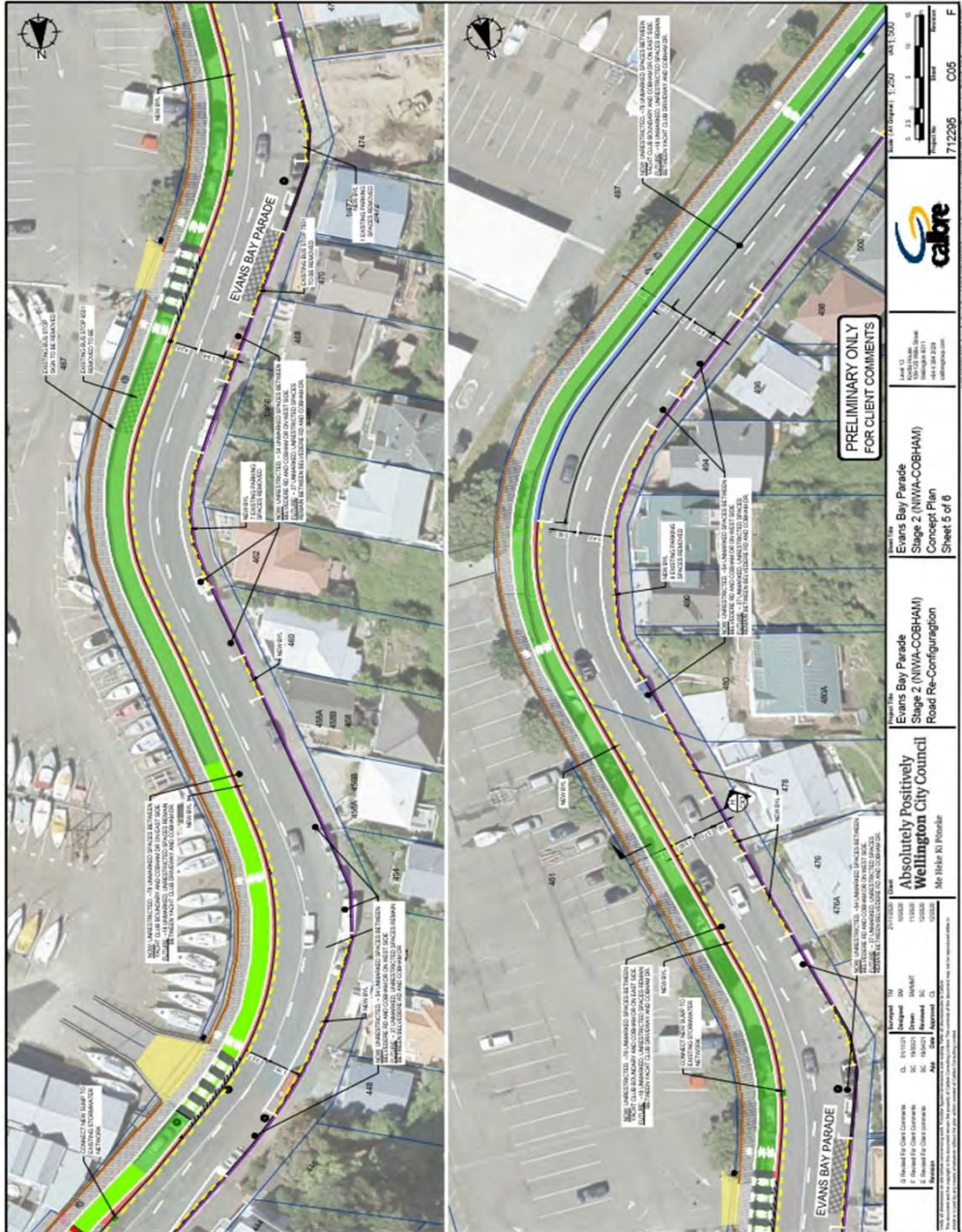
**Absolutely Positively Wellington City Council**  
 Me Heke Ki Pōneke





**We are proposing a change in your area**

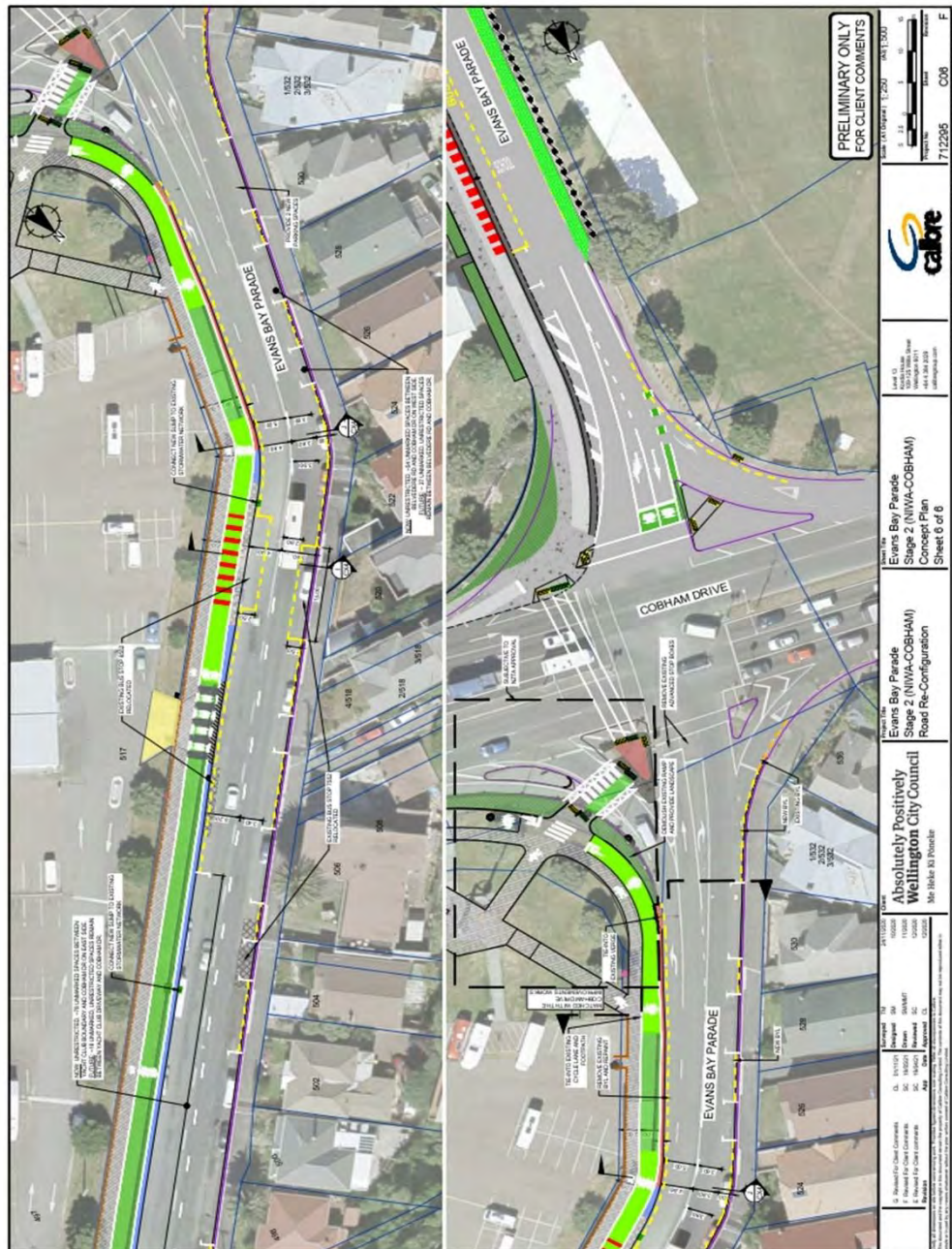
**Absolutely Positively Wellington City Council**  
 Me Heke Ki Pōneke





**We are proposing a change in your area**

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



**We are proposing a change in your area**

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

**Legal Description:**

Red text indicates a change or an addition from the traffic resolution that went out for consultation.

Strikethrough text indicates where a proposed change has been removed from the traffic resolution that went out for consultation.

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

Column One	Column Two	Column Three
<b>Evans Bay Parade</b>	<del>P90, Monday to Sunday, 8am – 6pm</del>	<del>West side, commencing 252.5 metres north of its intersection with Rata Road (Grid Coordinates x=1750712.59m, y=5425815.80m), and extending in a northerly direction following the western kerb line for 6.0 metres.</del>
<b>Evans Bay Parade</b>	<del>P10, Monday to Sunday, 8am – 6pm</del> Loading zone	<del>West side, commencing 247.1 metres north of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a northerly direction following the western kerb line for 5.5 metres.</del>
<b>Evans Bay Parade</b>	P10, At all times. Authorised vehicles exempt	West side, commencing 128.4 South of its intersection with Rata Road (Grid Coordinates x=1750712.59m, y=5425815.80m), and extending in a southerly direction following the western kerb line for 12.2 metres.
<b>Evans Bay Parade</b>	P10, Monday to Sunday, 8am - 6pm	East side, commencing 282 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 11.4 meters.
<b>Evans Bay Parade</b>	P180, Monday to Sunday, 8am - 6pm	East side, commencing 9.4 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for <del>12.0</del> 6.0 meters.
<b>Evans Bay Parade</b>	<del>P10, Monday to Sunday, 8am – 6pm</del>	<del>East side, commencing 3.4 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425974.99m), and extending in a southerly direction following the eastern kerb line for 6 metres.</del>



**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

<b>Evans Bay Parade</b>	<i>P180, Monday to Sunday, 8am - 6pm Mobility Parking</i>	<i>East side, commencing 3.4 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 6 metres.</i>
<b>Evans Bay Parade</b>	<i>P180, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 6 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 109.5 metres.</i>
<b>Evans Bay Parade</b>	<i>P90, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 213 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for <del>65.8</del> 24.0 metres.</i>
<b>Evans Bay Parade</b>	<i>P90, Monday to Sunday, 8am - 6pm Mobility parking</i>	<i>East side, commencing 302.5 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 6.0 metres.</i>
<b>Evans Bay Parade</b>	<i>P90, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 262 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for <del>55.1</del> metres.</i>
<b>Evans Bay Parade</b>	<i>P90, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 412 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for <del>12.0</del> 27.5 metres.</i>
<b>Evans Bay Parade</b>	<i>P10, Monday to Sunday, 8am - 6pm Mobility parking</i>	<i>East side, commencing 426.8 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 6.0-metres.</i>
<b>Evans Bay Parade</b>	<i>P90, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 432.8 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 12.0 metres.</i>



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

Column One	Column Two	Column Three
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	West side, commencing 394 metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for 15 meters.  Stop # 7550
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	Add, west side, commencing 100 metres east of its intersection with Wellington Road (Grid Coordinates x=1750298.09m, y=5425017.21m), and extending in a northerly direction following the western kerb line for 15 metres.  Stop # 7552
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 83 metres east of its intersection with Wellington Road (Grid Coordinates x=1750314.81m, y=5425018.91m), and extending in a northerly direction following the eastern kerb line for 15 metres.  Stop # 6552
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 420 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 15 meters.  Stop # 6550
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 517 metres east of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a

**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

		northerly direction following the eastern kerb line for 15 metres.  Stop # 6546
--	--	---

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

Column One	Column Two	Column Three
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing 102 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m), and extending in a northerly direction following the western kerb line for 56 metres.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing 24 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m), and extending in a northerly direction following the western kerb line for 43.4 metres.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing 2 metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>109.0</del> <del>101.3</del> metres.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>123.0</del> <del>116</del> metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>62.5</del> <del>226.3</del> metres.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>198.0</del> <del>355.0</del> metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>9.2</del> <del>40.7</del> metres.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>217.2</del> <del>410.0</del> metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>114.4</del> <del>34.5</del> metres.



**We are proposing a change in your area** **Absolutely Positively Wellington City Council**  
Me Heke Ki Pōneke

<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>362.7</del> <b>458.0</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>40.3</del> <b>30.7</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>418.0</del> <b>494.7</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>35.1</del> <b>4.7</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>465.2</del> <b>529.4</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>31.5</del> <b>7.2</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>536.0</del> <b>542.6</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>7.2</del> <b>28.6</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>555.2</del> <b>583.2</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>22.6</del> <b>5.2</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>589.8</del> <b>594.4</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>5.1</del> <b>36.4</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>600.9</del> <b>644.0</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>14.3</del> <b>8.6</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>627.2</del> <b>658.6</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>10.0</del> <b>4.2</b> meters.



**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>650.3</del> <b>494.7</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>8.6</del> <b>4.7</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>665.0</del> <b>668.8</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>4.5</del> <b>15.0</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>675.5</del> <b>689.8</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>15.0</del> <b>43.0</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>696.6</del> <b>738.8</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>43.0</del> <b>3.6</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>745.7</del> <b>754.4</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>3.6</del> <b>5.2</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>761.4</del> <b>790.6</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>5.2</del> <b>11.6</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>797.6</del> <b>808.5</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>11.6</del> <b>6.1</b> meters.
Evans Bay Parade	No Stopping, At All Times	West side, commencing <del>815.5</del> <b>826.6</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>6.0</del> <b>12.3</b> meters.

**We are proposing a change in your area**

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

<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>827.5</del> <del>844.9</del> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>12.2</del> <del>12.2</del> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>845.9</del> <del>872.1</del> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>53.1</del> <del>44.7</del> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>905.2</del> <del>893.1</del> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>7.7</del> <del>34.6</del> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing <del>922.3</del> <del>939.8</del> metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for <del>6.0</del> <del>18.1</del> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	West side, commencing 939.8 metres south of its intersection with Rata Road (Grid Coordinates x=1750703.99m, y=5425789.89m), and extending in a southerly direction following the western kerb line for 18.0 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 886 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 58 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 830 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 40.8 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 430 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 287 meters.

**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing <del>327.0</del> <b>315.0</b> metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for <del>84.5</del> <b>102.0</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 122 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 156 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 8 metres south of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a southerly direction following the eastern kerb line for 105 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 142 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 71.4 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing <del>245</del> metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for <del>4.2</del> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing <del>255</del> metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for <del>6.3</del> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 318 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for <del>36.1</del> <b>42.4</b> meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 449 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 53.4 meters



**We are proposing a change in your area**

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

<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 507 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 17.0 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 532 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 29.8 meters.
<b>Evans Bay Parade</b>	No Stopping, At All Times	East side, commencing 648 metres north of its intersection with Rata Road (Grid Coordinates x=1750722.82m, y=5425794.99m), and extending in a northerly direction following the eastern kerb line for 46.4 meters.

Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Evans Bay Parade</b>	Give Way & Stop, At All Times	Commencing 529 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).
<b>Evans Bay Parade</b>	Give Way & Stop, At All Times	Commencing 513 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).
<b>Evans Bay Parade</b>	Give Way & Stop, At All Times	Commencing <del>338.7</del> <b>281.0</b> metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).
<b>Evans Bay Parade</b>	Give Way & Stop, At All Times	Commencing <del>328.7</del> <b>267.0</b> metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).
<b>Evans Bay Parade</b>	Give Way & Stop, At All Times	Commencing 188 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).
<b>Evans Bay Parade</b>	Give Way & Stop, At All Times	Commencing 174 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).

**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

<b>Evans Bay Parade</b>	<i>Give Way &amp; Stop, At All Times</i>	<i>Commencing 95 metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).</i>
<b>Evans Bay Parade</b>	<i>Give Way &amp; Stop, At All Times</i>	<i>Commencing 112 metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	<i>Pedestrian Crossings, At All Times</i>	<i>Commencing 521 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).</i>
<b>Evans Bay Parade</b>	<i>Pedestrian Crossings, At All Times</i>	<i>Commencing <del>333.7</del> 274.0 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).</i>
<b>Evans Bay Parade</b>	<i>Pedestrian Crossings, At All Times</i>	<i>Commencing 181 metres north of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).</i>
<b>Evans Bay Parade</b>	<i>Pedestrian Crossings, At All Times</i>	<i>Commencing 104 metres south of its intersection with Rata Road (Grid Coordinates x= 750703.99m, y=5425789.89m).</i>

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	<i>Cycle Lanes, At All Times</i>	<i>East side, commencing 10 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern side for 1702 metres.</i>

**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
<b>Evans Bay Parade</b>	<i>P60, At All Times</i>	<i>West side, commencing 238 metres north of its intersection with Rata Road and extending in a northerly direction following the western kerb line for 19 metres.</i>
<b>Evans Bay Parade</b>	<i>P10 Loading Zone, At All Times</i>	<i>West side, commencing 232.5 metres north of its intersection with Rata Road (Grid Coordinates x=1750712.59m, y=5425815.80m), and extending in a northerly direction following the western kerb line for 5.5 metres.</i>
<b>Evans Bay Parade</b>	<i>P120, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 213 metres north of its intersection with Rata Road and extending in a northerly direction following the eastern kerb line for 30.4 metres.</i>
<b>Evans Bay Parade</b>	<i>P120, Monday to Sunday, 8am - 6pm</i>	<i>East side, commencing 412 metres north of its intersection with Rata Road and extending in a northerly direction following the eastern kerb line for 27.5 metres.</i>

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

Column One	Column Two	Column Three
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 326.5 metres north of its intersection with Rata Road (Grid Coordinates X=1750712.59m, Y=5425815.80m), and extending in a northerly direction following the western kerb line for 12 metres.</i>  <i>Stop # 7547</i>
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 176.5 metres west of its intersection with Belvedere Road and extending in a northerly direction following the western kerb line for 16 metres.</i>  <i>Stop # 7549</i>
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 571 metres west of its intersection with Wellington Road and extending in a northerly direction following the western kerb line for 12 metres to its intersection with Belvedere Road.</i>



**We are proposing a change in your area**

Absolutely Positively Wellington City Council  
Me Heke Ki Pōneke

		Stop # 7550 (being moved slightly)
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	West side, commencing 377.5 metres west of its intersection with Wellington Road and extending in a northerly direction following the western kerb line for 12 metres.  Stop # 7551
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	West side, commencing 154 metres west of its intersection with Wellington Road and extending in a northerly direction following the western kerb line for 12 metres.  Stop # 7552 (being moved slightly)
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 123 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern kerb line for 12 metres.  Stop # 6552 (being moved slightly)
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 389.5 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern kerb line for 12 metres.  Stop # 6551
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 531.5 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern kerb line for 12 metres.  Stop # 6550 (being moved slightly)
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 767.6 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern kerb line for 12 metres.  Stop # 6549

**We are proposing a change in your area**

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

<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 1285.5 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern kerb line for 12 metres.  Stop # 6547
<b>Evans Bay Parade</b>	<i>Bus Stop, At All Times</i>	East side, commencing 1508 metres east of its intersection with Wellington Road and extending in a northerly direction following the eastern kerb line for 14 metres.  Stop #6546

<b>Prepared By:</b>	Ajith Roy	<b>Project Manager, Calibre</b>
<b>On behalf of:</b>	Hilary Fowler	<b>Senior Project Manager, Transport Planning, Wellington City Council</b>
<b>Approved By:</b>	Zackary Moodie	<b>Team Leader Transport Engineering, Wellington City Council</b>
<b>Date:</b>		





# **Te Haerenga Roa o Te Aro Evans Bay Parade Proposal - Greta Point to Cobham Drive**

Consultation report

**14 September to 14 October 2021**

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

## Engagement summary

The purpose of this report is to provide insights from the recent public engagement on the proposed concept designs and traffic resolution for the Evans Bay bike path and footpath project. The proposals are part of a citywide network of safe routes and will be consistent with the new walking and biking paths that have been developed on Cobham Drive and further around Evans Bay.

Community engagement was previously undertaken in 2017, early in the development of the whole of Evans Bay Parade project. 73% of respondents supported a two-way bike path on the eastern (seaward) side of the road. This was the recommended option presented to Councillors in March 2018, where the project was approved.

The consultation period for concept designs of Stage 2 of the project (between Greta Point and Cobham Drive) ran from 14 September to 14 October 2021. Due to Covid restrictions, the consultation period was delayed by a week and two planned drop-in sessions had to be cancelled. Instead, the Council hosted two online webinars, which attracted over 80 participants.

A total of 1032 responses were received. 63% of submissions support or strongly support the proposals. 33% oppose or strongly oppose. 22 of the submissions were on behalf of an organisation.

The key theme of the opposition was the removal of on-street car parking, particularly adjacent to Hataitai beach, the boat sheds and the Evans Bay Yacht and Motor Boat Club. People who undertake water-based recreational activities were most likely to oppose the project.

There was also a significant number of constructive comments on what could be changed to improve the designs. Some of these have been taken on board and will be considered during the detailed design stage of the project.



# Engagement

How many responses did we get?

# 1032

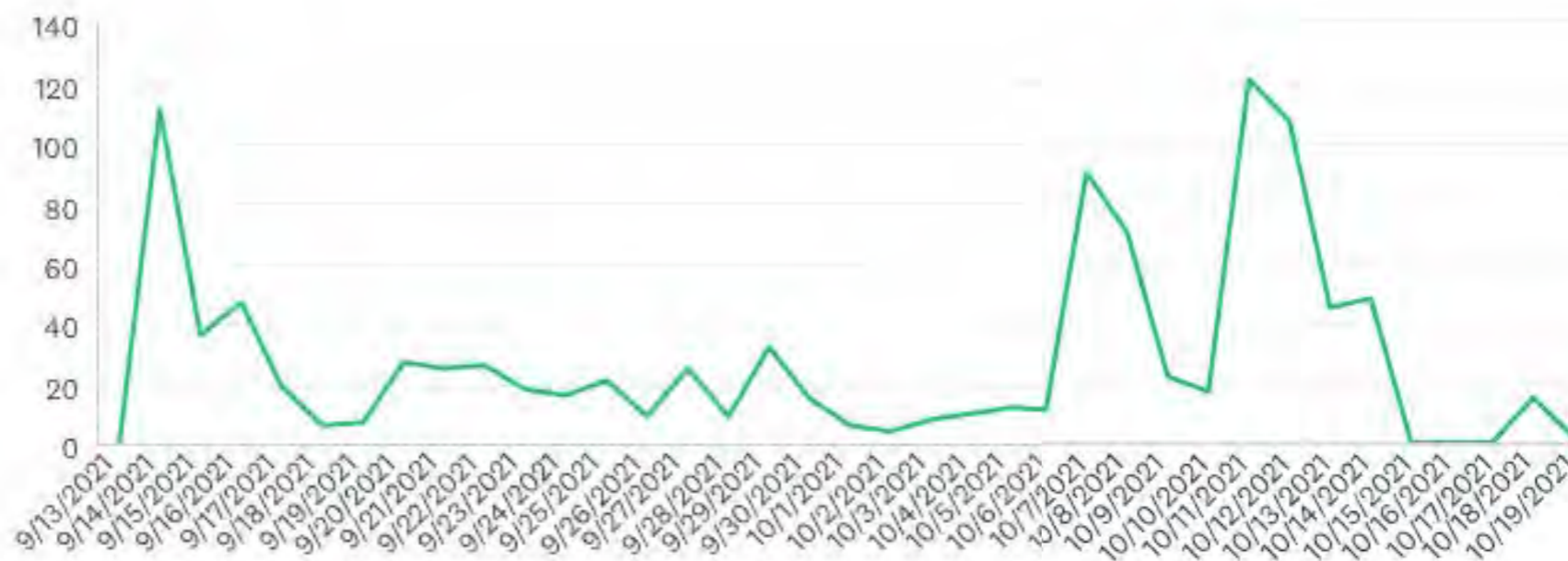
Responses

**1014** online submissions

**18** email & paper submissions

**23** submissions from organisations

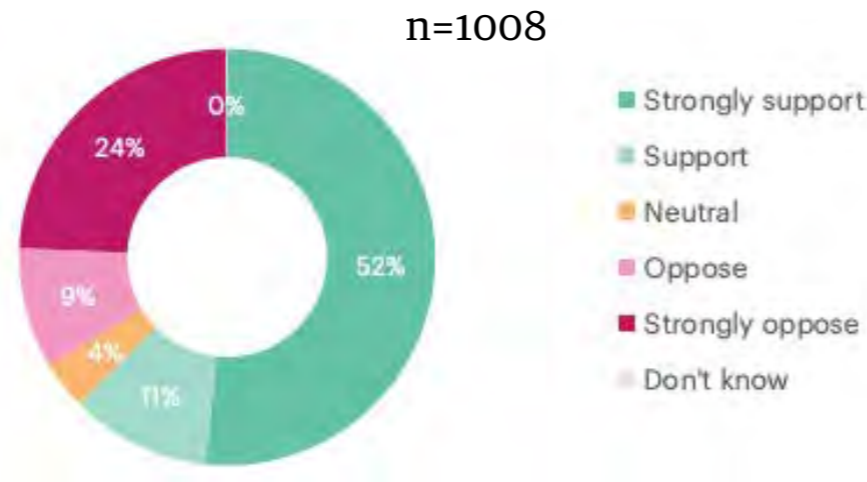
**Number of daily submissions over duration of engagement:**



**What people thought**

# How people felt about the proposed changes

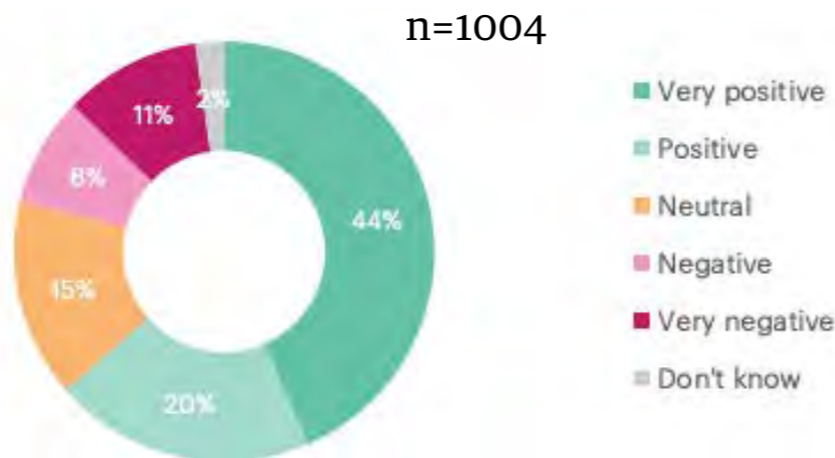
Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?



**63% of respondents** support or strongly support the proposed changes.

**33%** oppose or strongly oppose the changes.

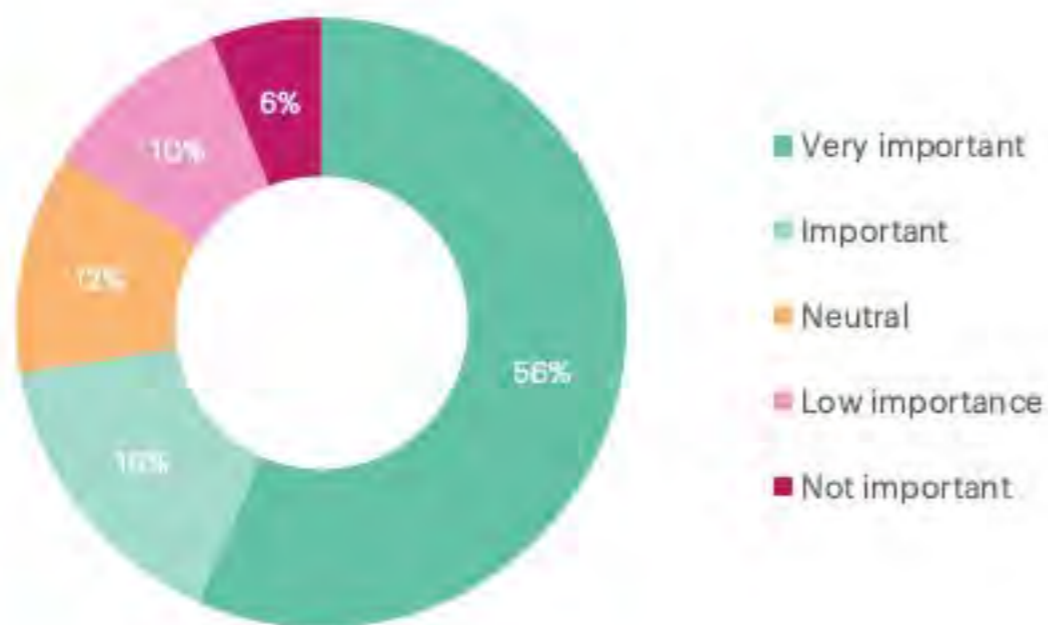
Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:



**64% of respondents** think this proposal will have a positive or very positive long-term impact.

**19%** think this proposal will have a negative or very negative long-term impact.

# How important is it to make it easier and safer for people to walk and ride bicycles in and around this area?

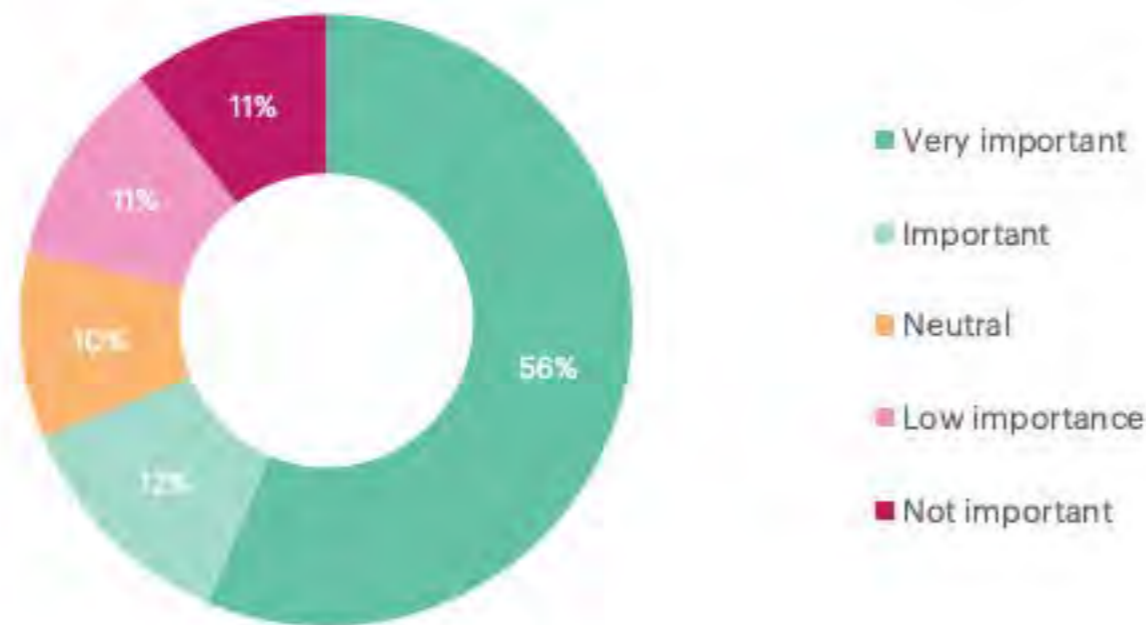


**72% of respondents** believe it is important or very important to make it easier and safer.

**16%** believe it is of low importance or not important.

n=1008

# How important is it to have a connected and complete network of biking routes across the city?



n=1008

**68% of respondents** believe a connected and complete network is important or very important.

**22% of respondents** believe a connected and complete network is of low importance or not important.

# Relationships to the area

What is the main relationship you have to the area?

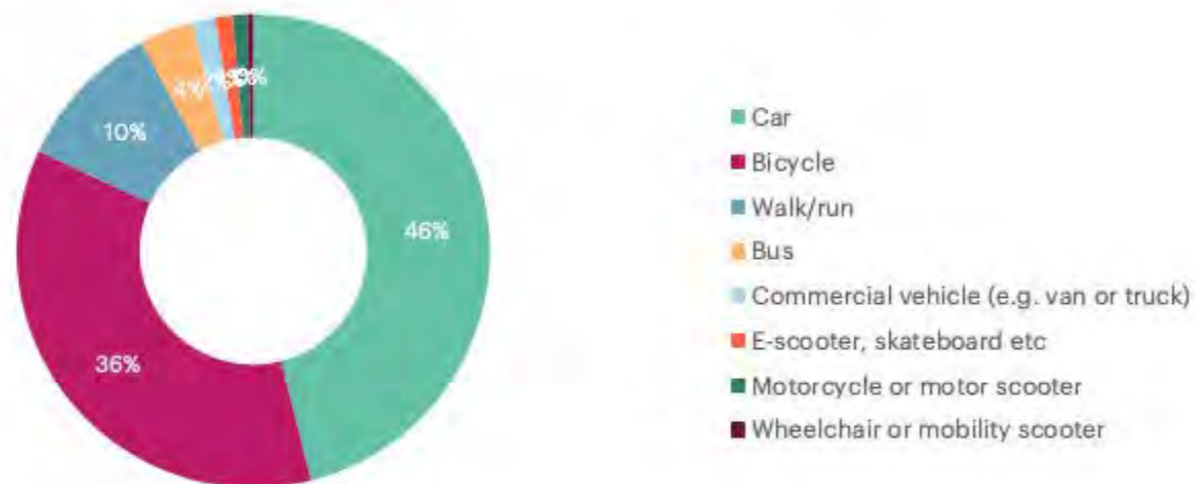
n=1009



**31% of respondents** do recreational activities in the area.

What is the main way you travel through and around this area?

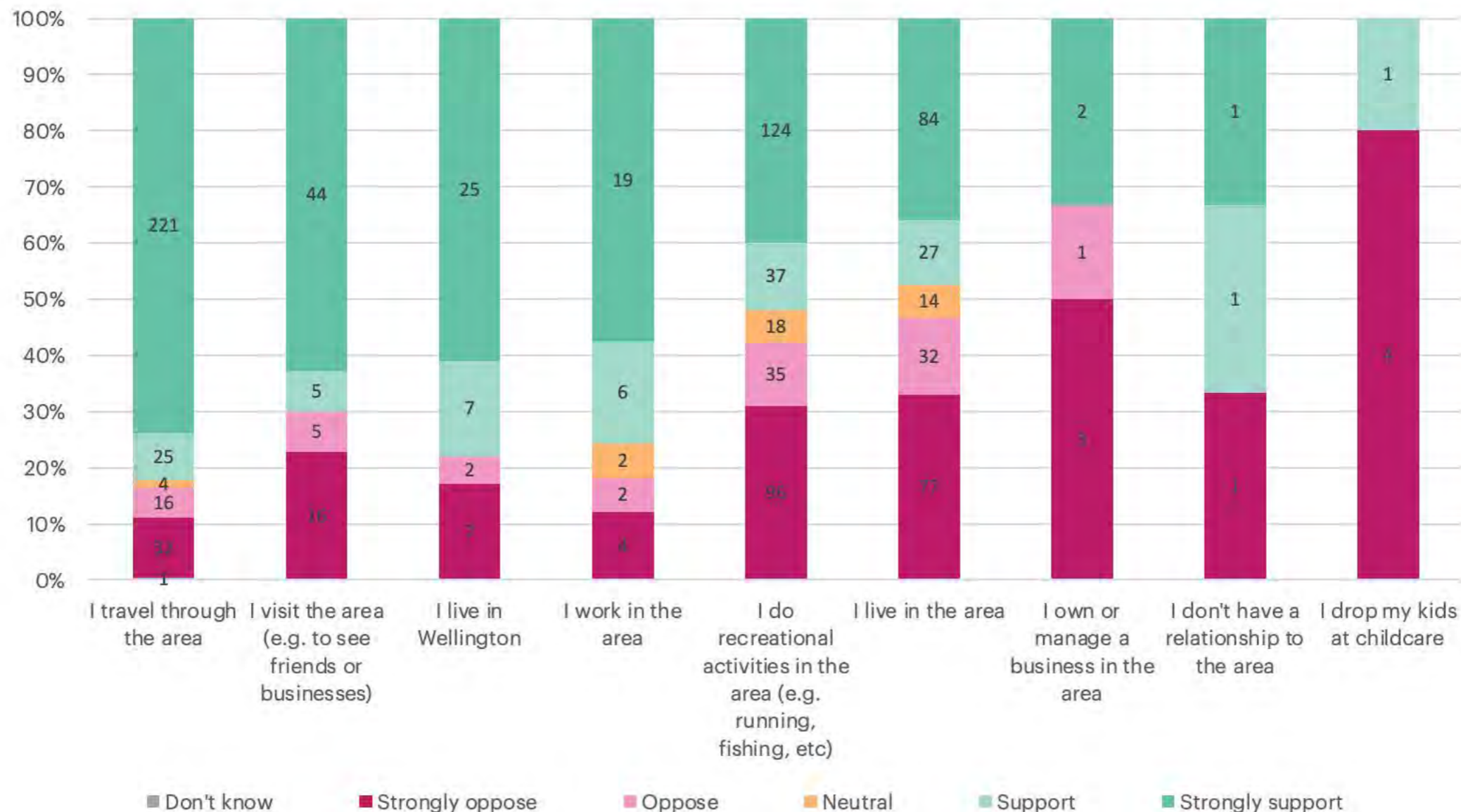
n=1007



**52% of users** mainly travel through or around this area in a vehicle (car, bus, commercial vehicle).



# Level of support for the proposal based on 'main relationship' to the area



**How people who use different  
modes of travel feel about the  
impacts of the proposed changes**

# What everyone thought the impacts would be for different groups

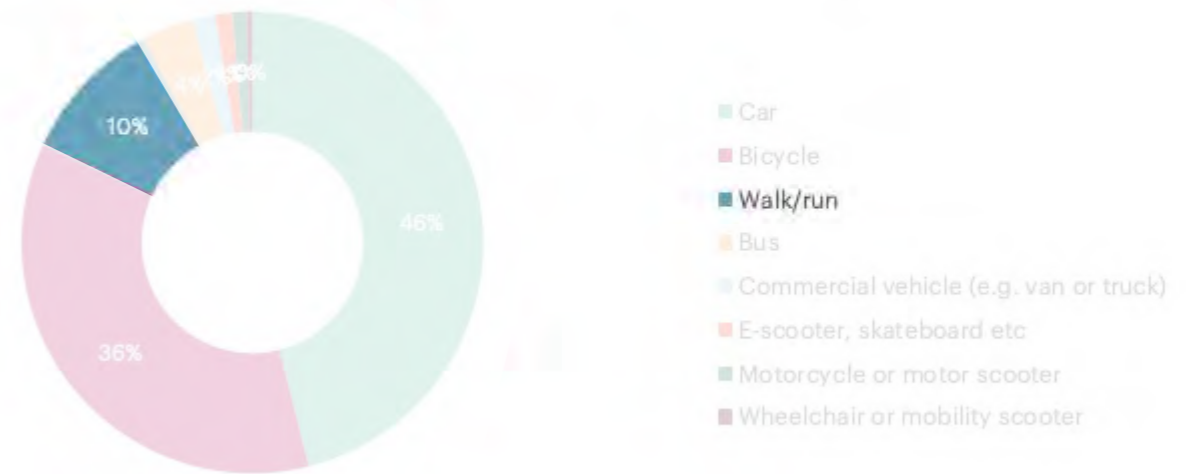
Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:



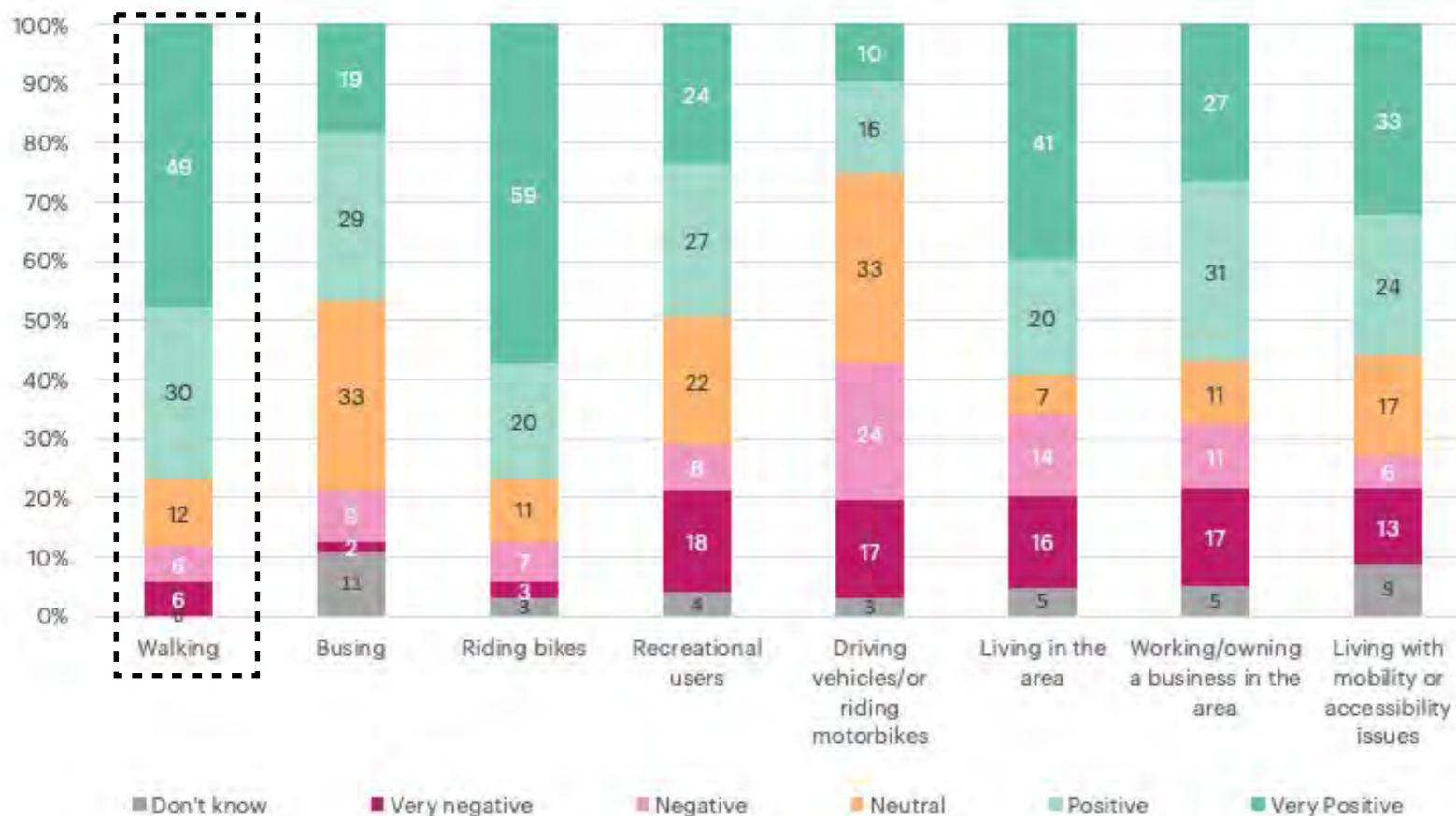
# People walking/running

People who said they primarily walked/ran in this area (103) felt the proposed changes would have a positive impact on walking/running.

What is the main way you travel through and around this area?



People who primarily walk/run thought the impacts for users would be...

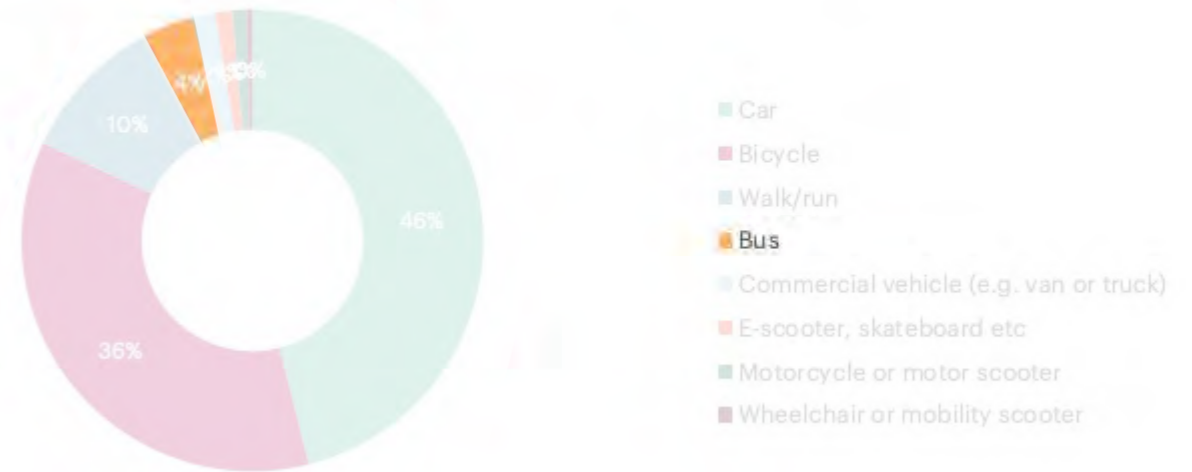




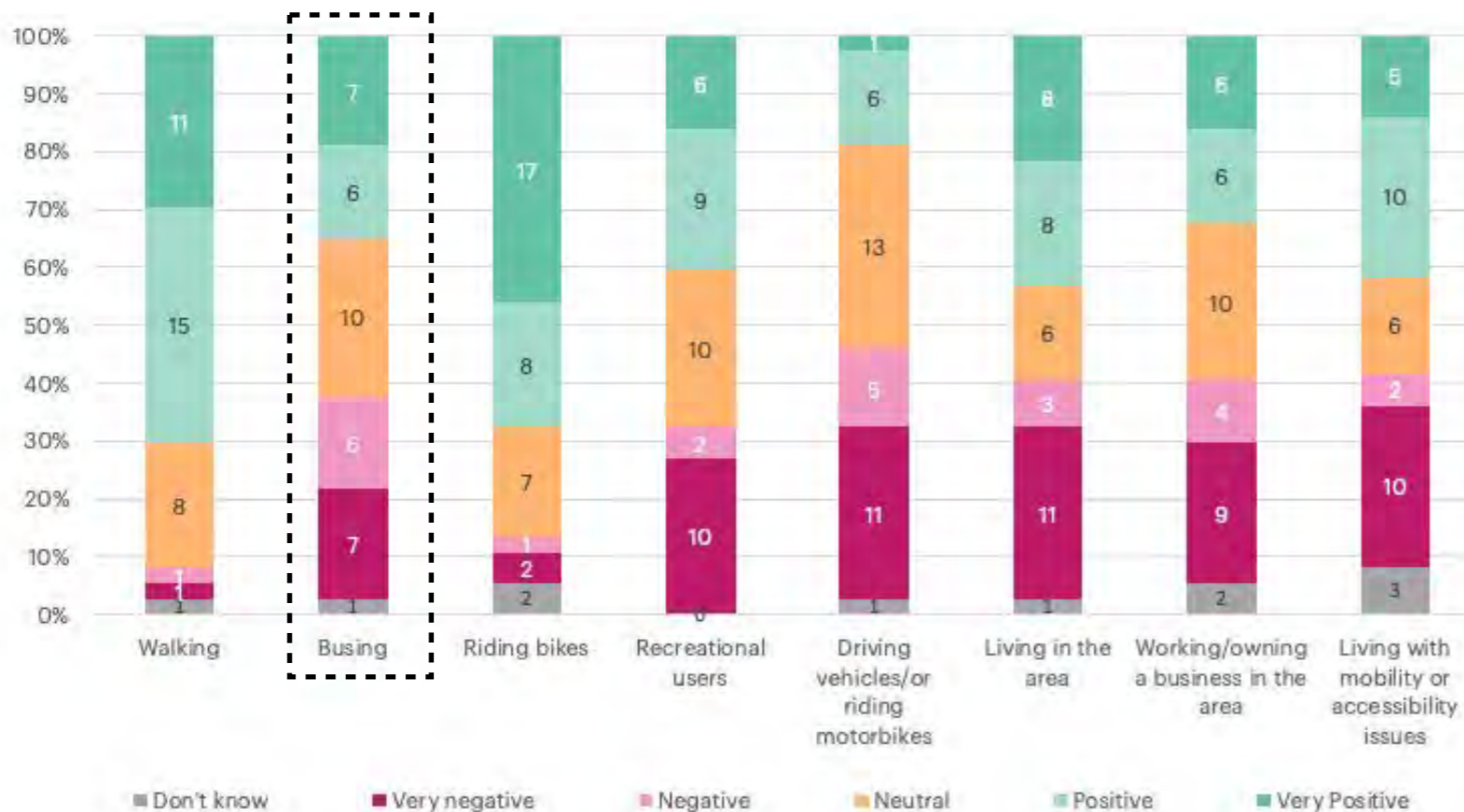
# People using the bus

People who said they primarily used the bus in this area (37) felt the proposed changes would have mixed impacts.

What is the main way you travel through and around this area?



People who primarily bus thought the impacts for users would be...

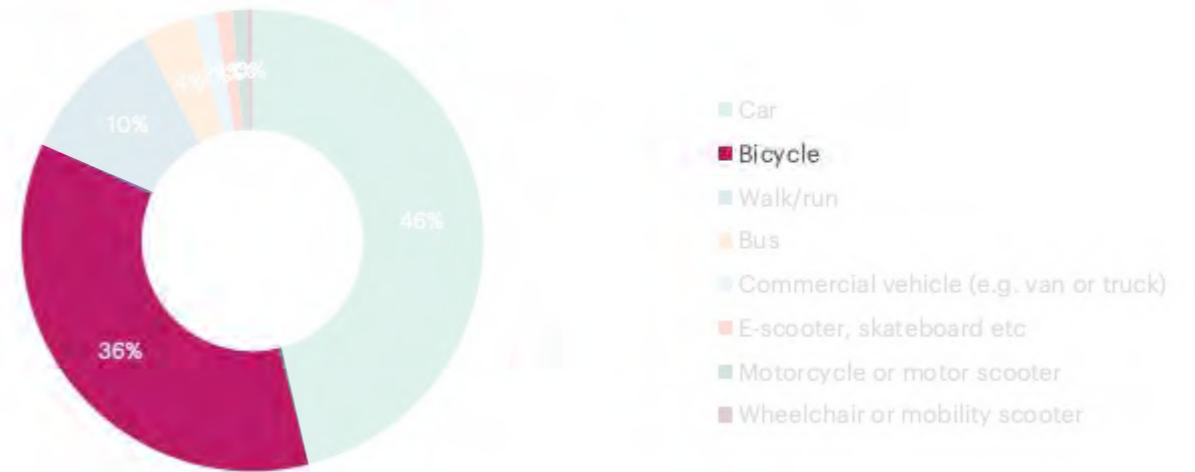




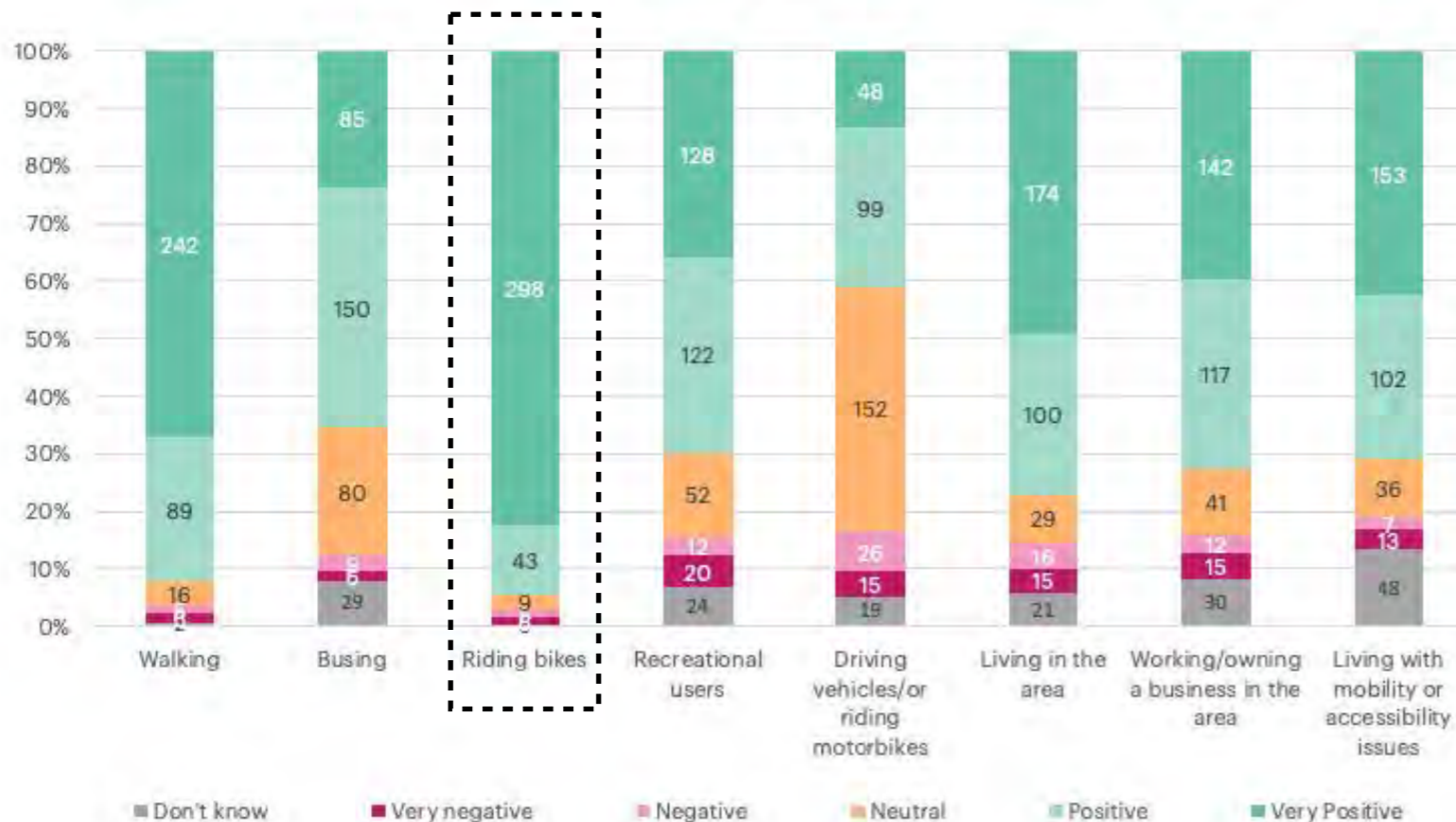
# People on bikes

People who said they primarily biked (361) felt the proposed changes would have a positive or very positive impact for all modes.

What is the main way you travel through and around this area?



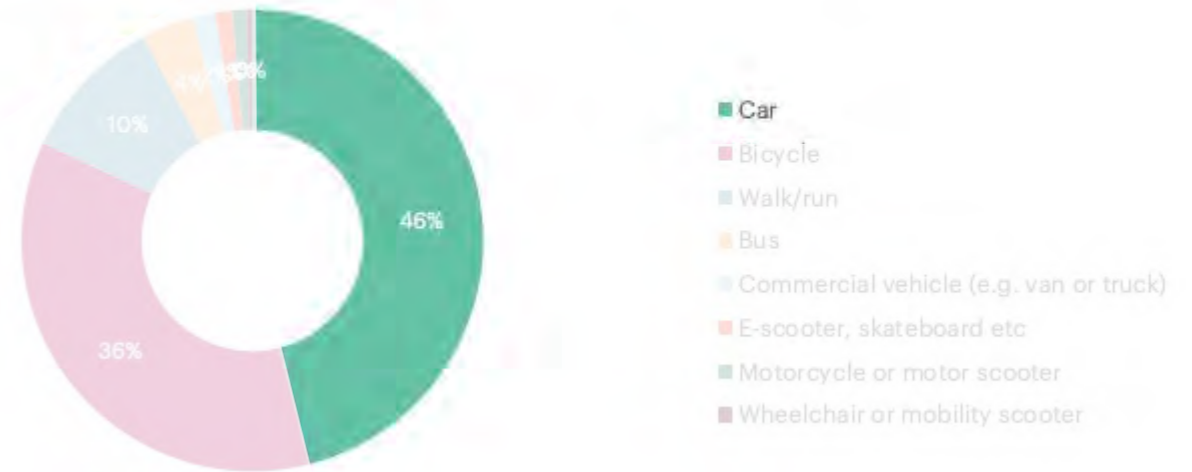
People who primarily biked thought the impacts for users would be...



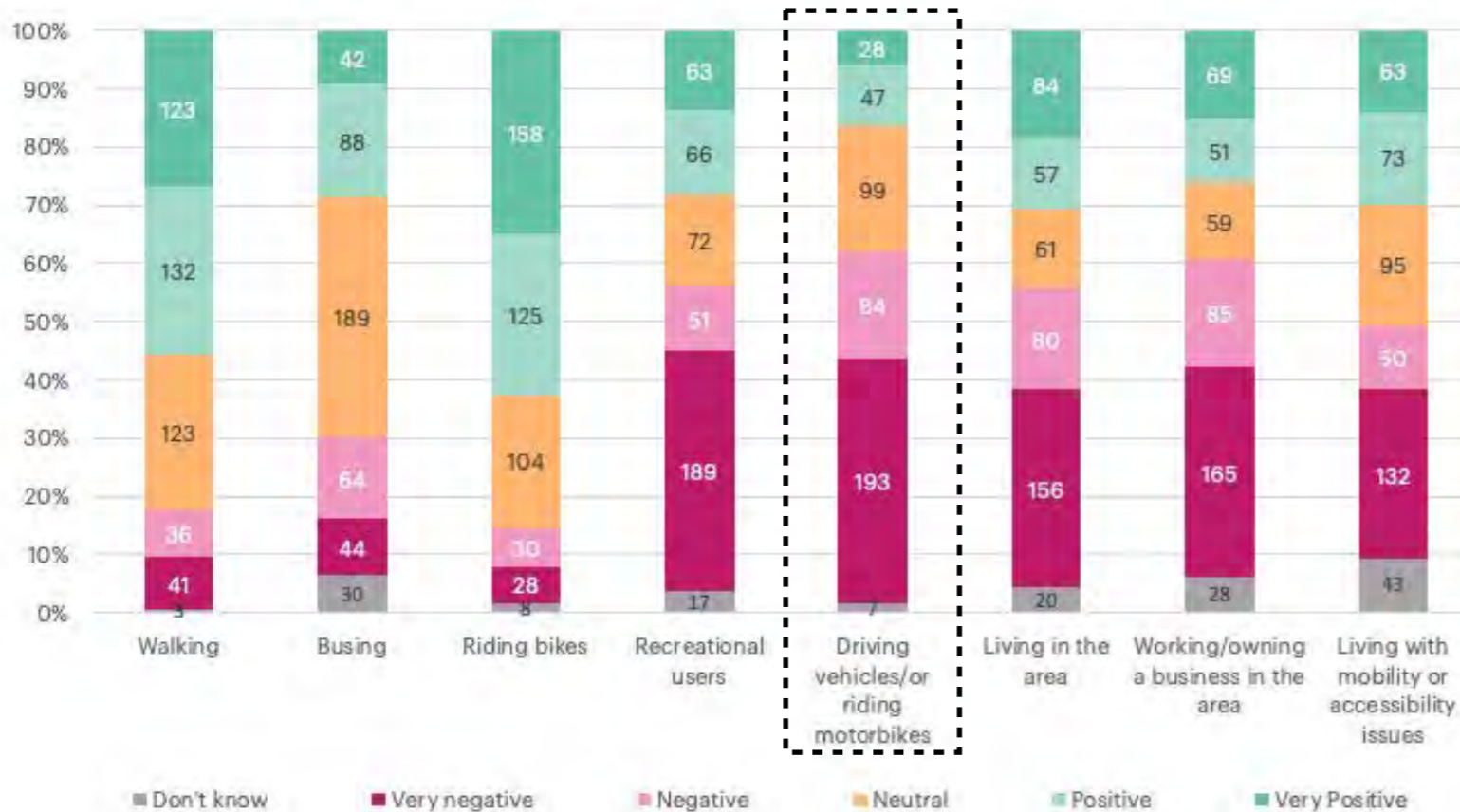
# People driving a car

People who said they primarily used a car (464) in this area felt the proposed changes would have negative impacts.

What is the main way you travel through and around this area?



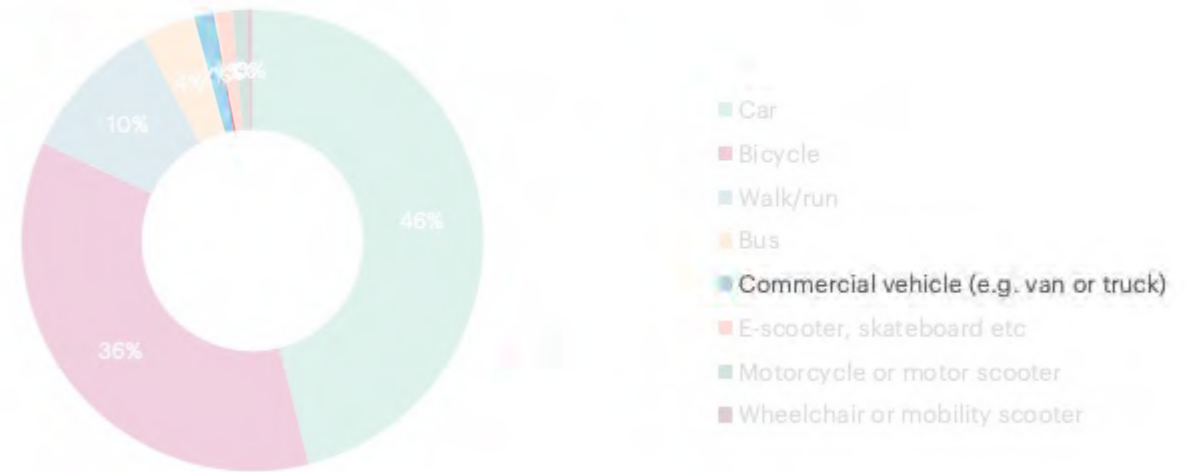
People who primarily drive thought the impacts for users would be...



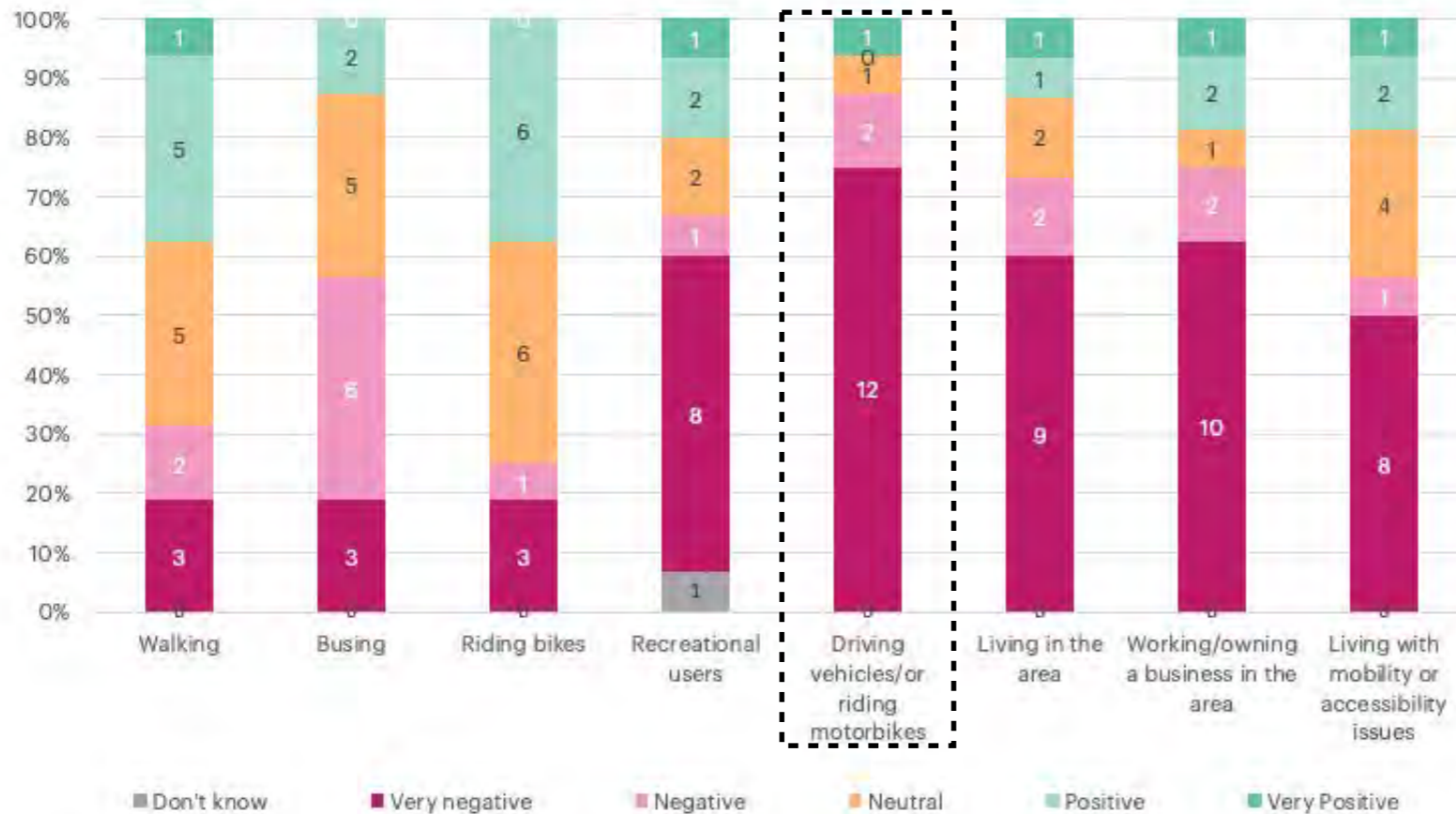
# People driving commercial vehicles

People who said they primarily use commercial vehicles (16) in this area felt the proposed changes would have a negative impact.

What is the main way you travel through and around this area?



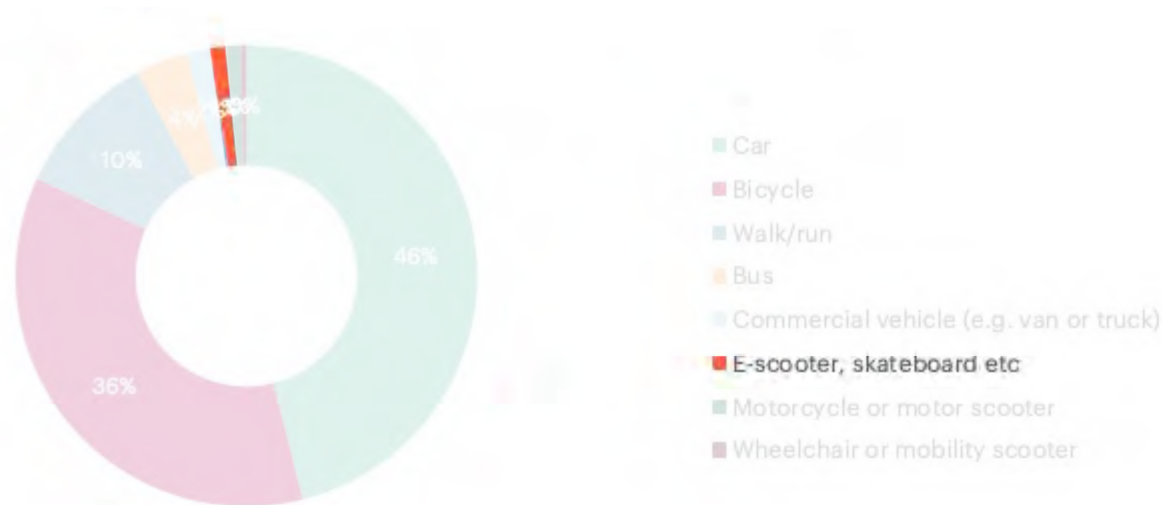
People who primarily drive commercial vehicles thought the impacts for users would be...



# People using e-scooters/ skateboards etc

People who said they primarily used e-scooters/skateboards in this area (12) felt the proposed changes would have a positive impact.

What is the main way you travel through and around this area?



People who primarily used e-scooters/skateboards thought the impacts for users would be...



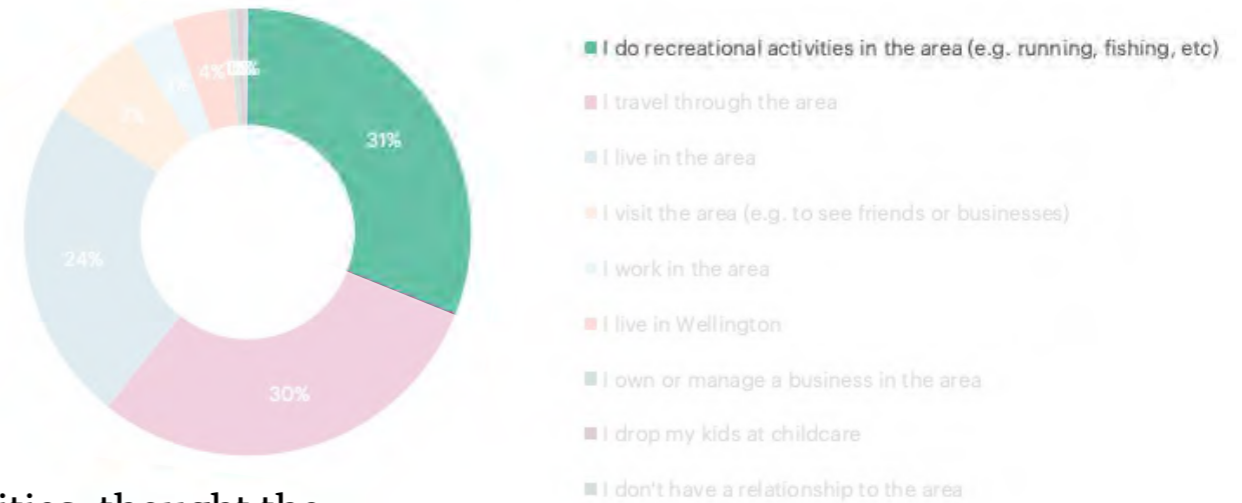


**How people with different relationships  
to the area felt about the impacts of the  
proposed changes**

# People who use the area for recreational activities

People who said their primary relationship to the area is for recreational activities (313) felt the proposed changes would have a more negative impact on recreational users of the area, and had a mixed view of other impacts.

What is the main relationship you have to the area?



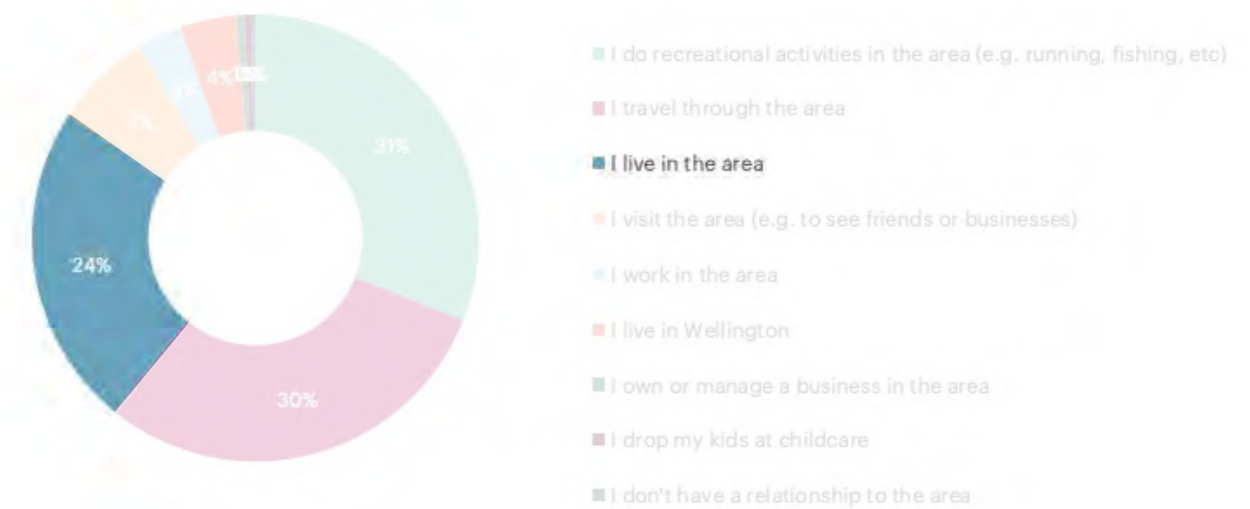
People who's primary relationship to the area is recreational activities, thought the impacts would be...



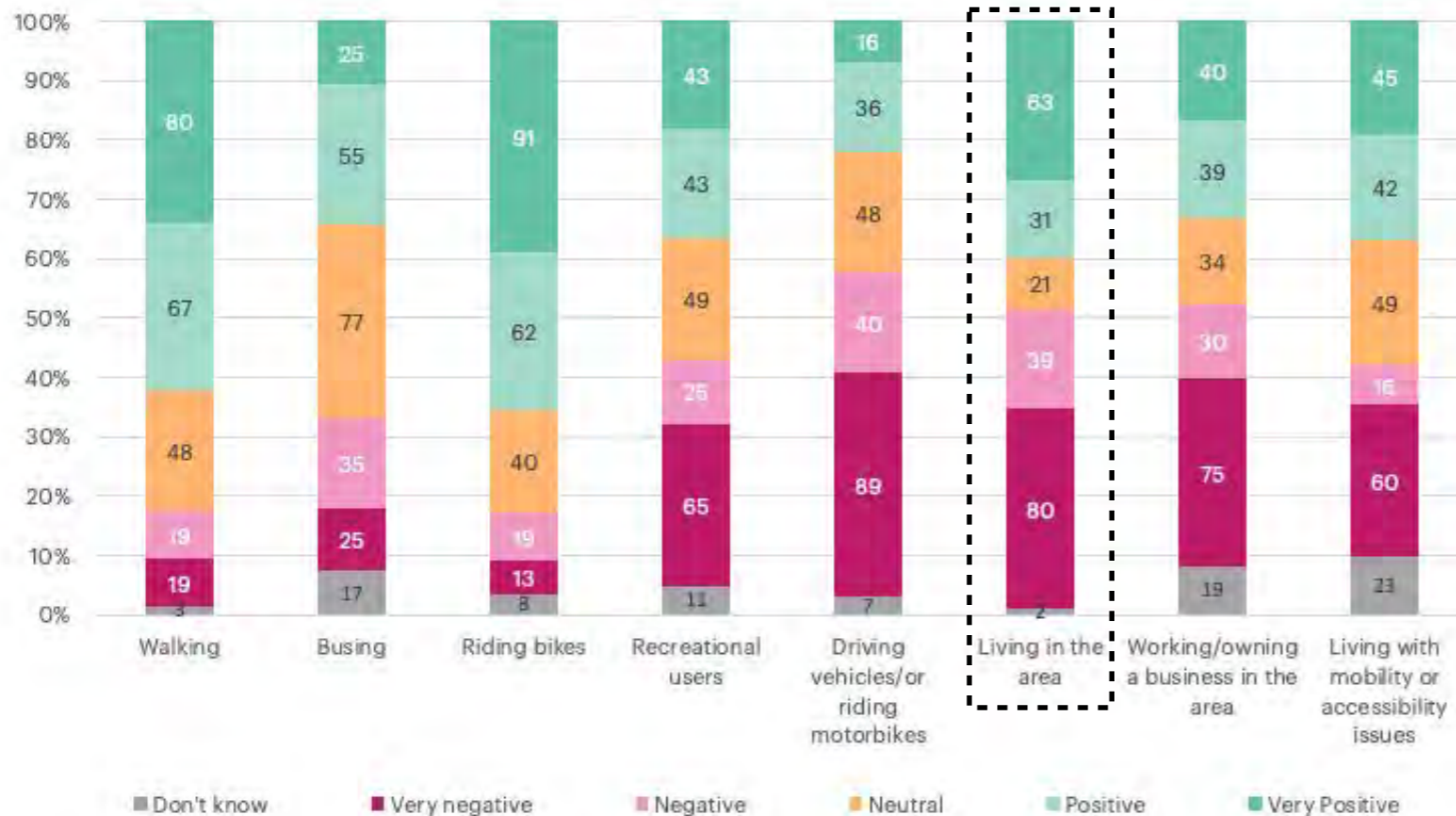
# People who live in the area

People who said their primary relationship is living in the area (238) felt the proposed changes would generally have a more negative impact.

What is the main relationship you have to the area?



People who live in the area thought the impacts would be...



# People who travel through the area

People who said their primary relationship is travelling through the area (300) felt the proposed changes would have a largely positive impact.

What is the main relationship you have to the area?



People who travel through the area thought the impacts would be...

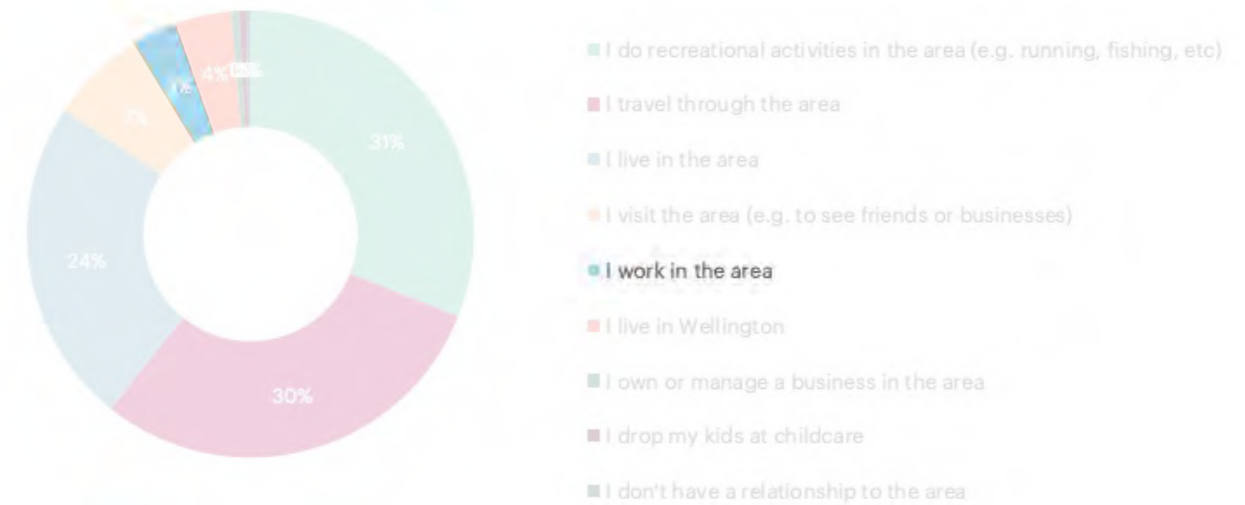




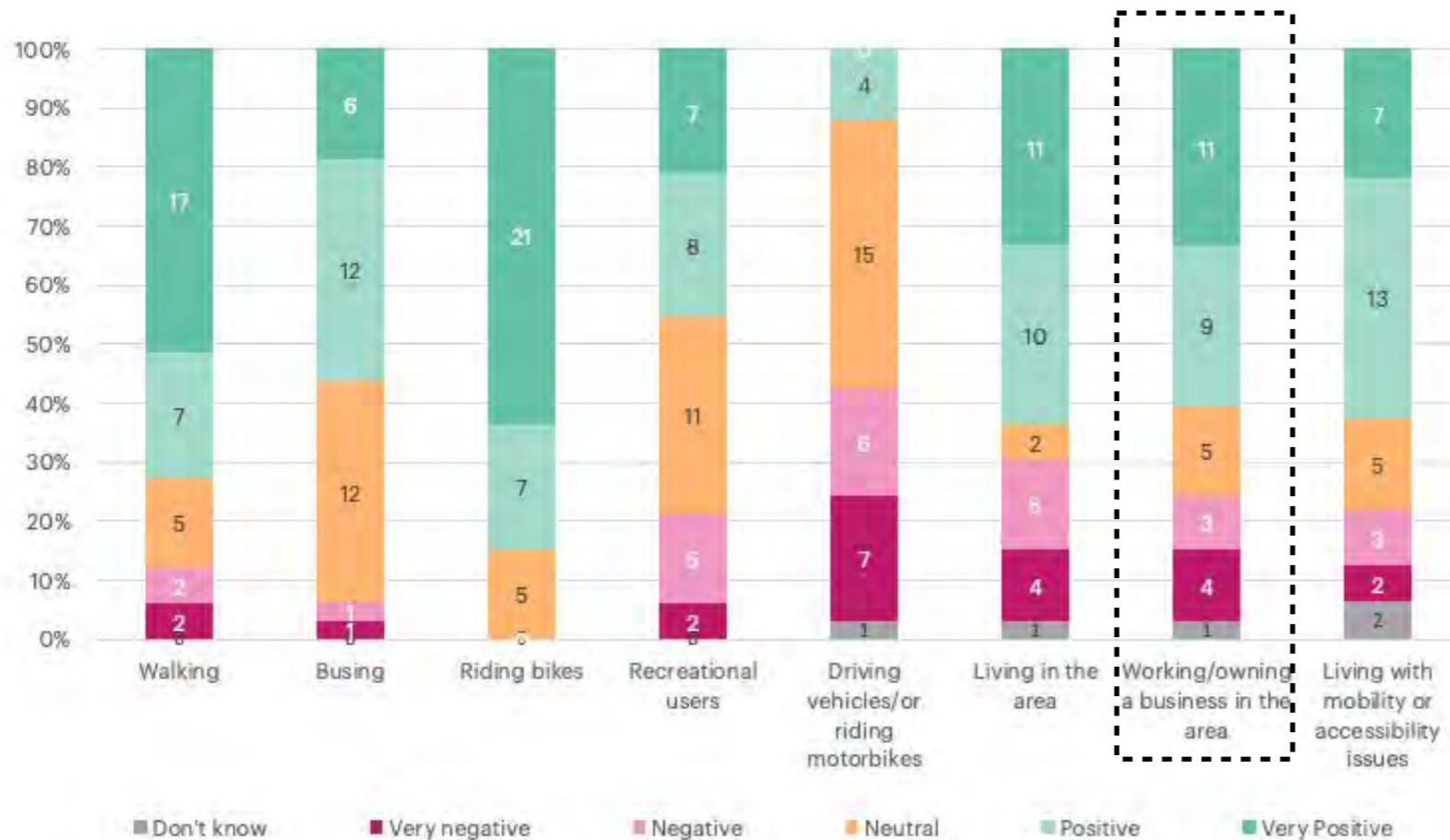
# People who work in the area

People who said their primary relationship is working in the area (238) felt the proposed changes would have a generally positive impact, but were more mixed about impacts on driving.

What is the main relationship you have to the area?



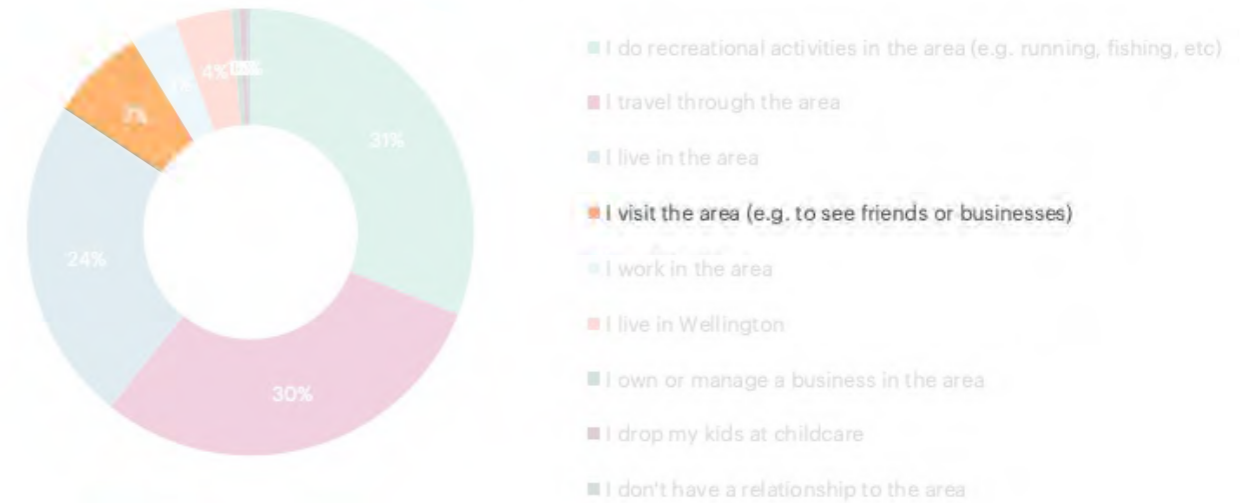
People who work in the area thought the impacts would be...



# People who visit the area

People who said their primary relationship is visiting the area (70) felt the proposed changes would have a positive impact.

What is the main relationship you have to the area?



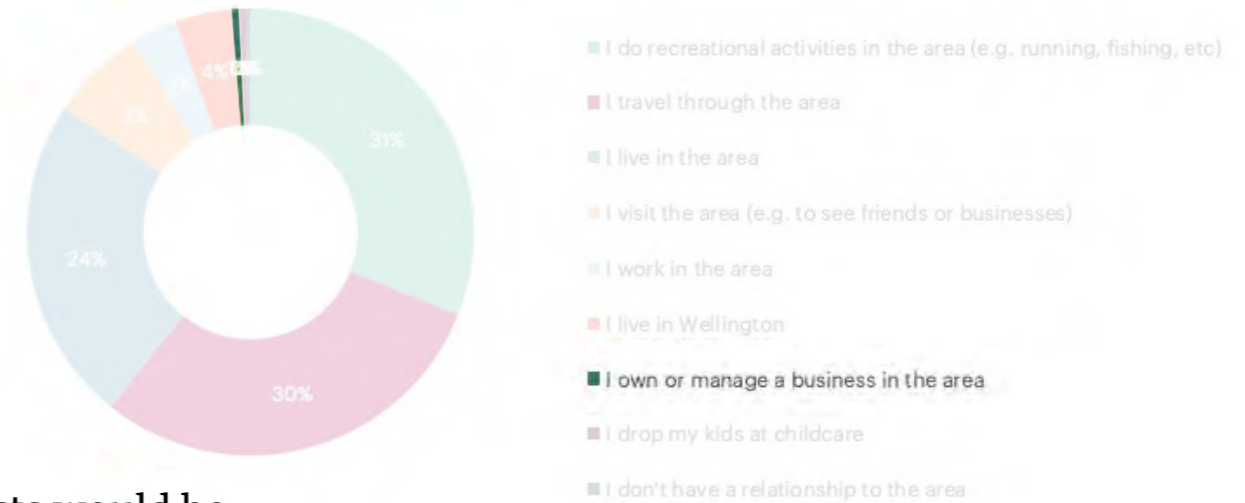
People who visit the area thought the impacts would be...



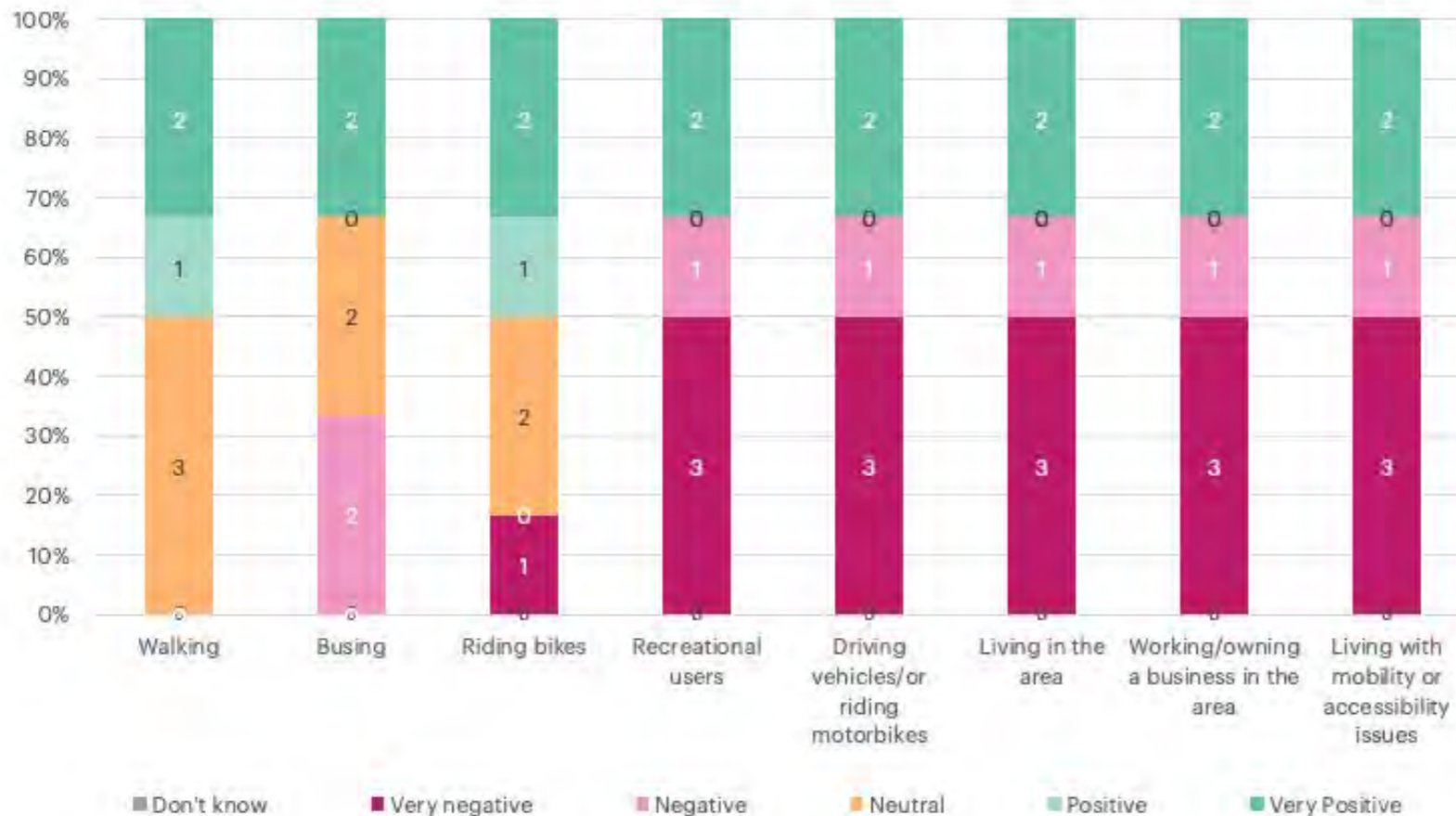
# People who manage/own a business in the area

People who said their primary relationship is owning or managing a business (6) felt the proposed changes would have a generally negative impact.

What is the main relationship you have to the area?

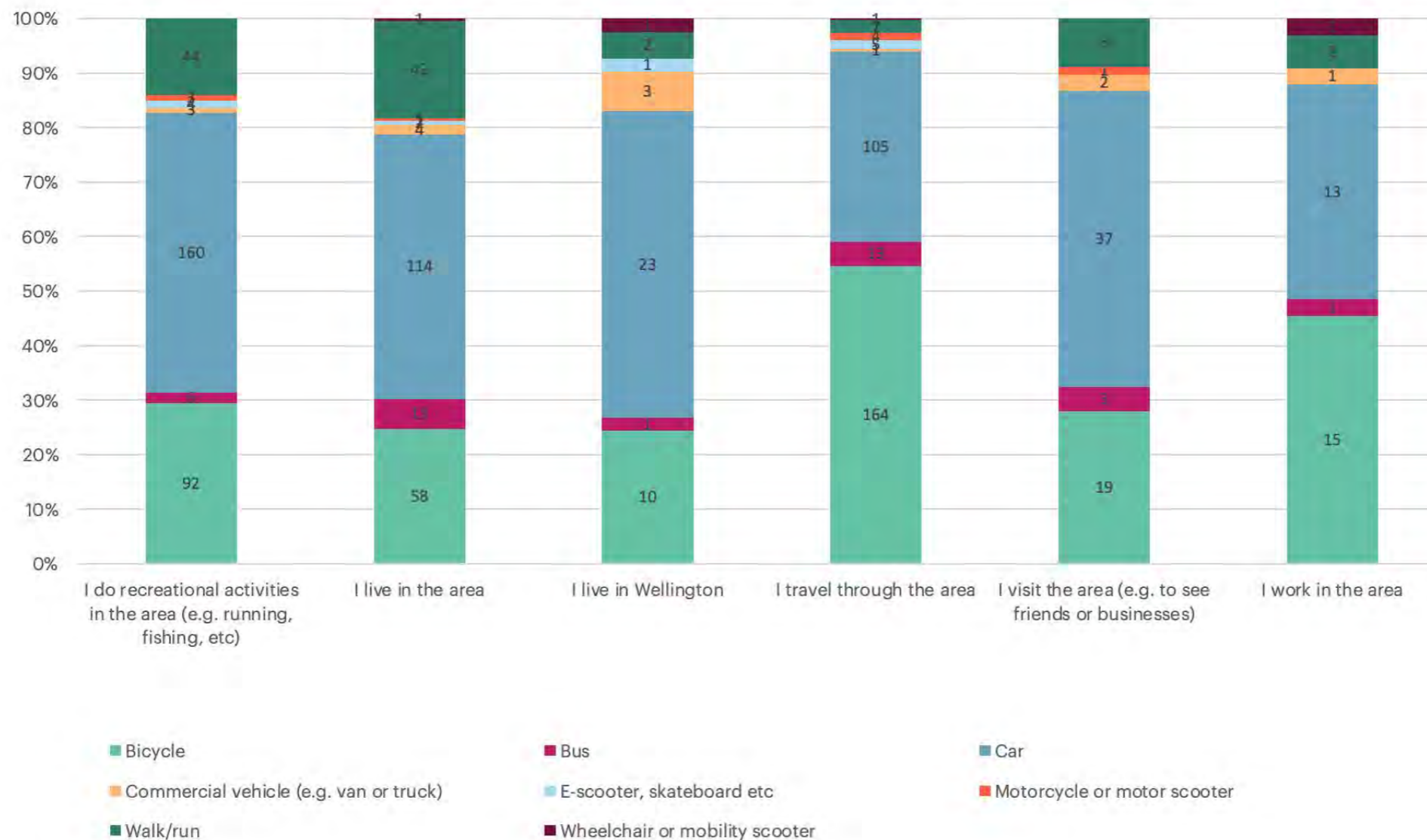


People who manage/own a business in the area thought the impacts would be...



# Relationship to the area by main mode of transport

People who do recreational activities or visit are much more likely to use a car as their main mode of transport.





# **Recreational activities**

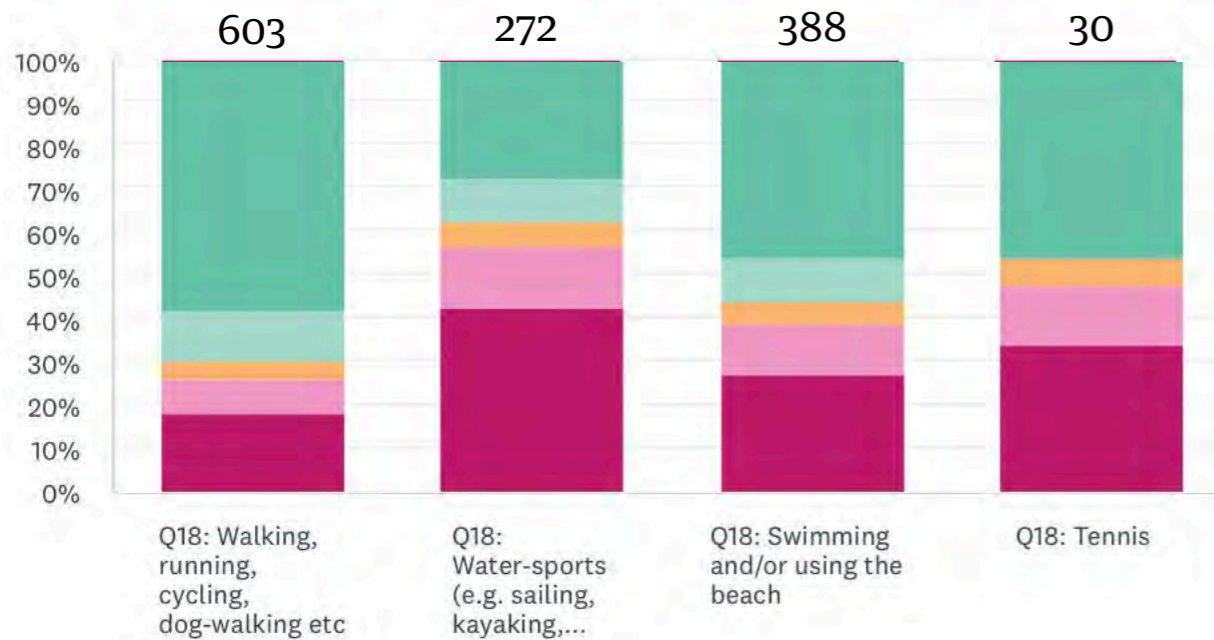
# Recreational activities

People who do water-sports (eg sailing) are significantly more opposed to the proposal than any other group.

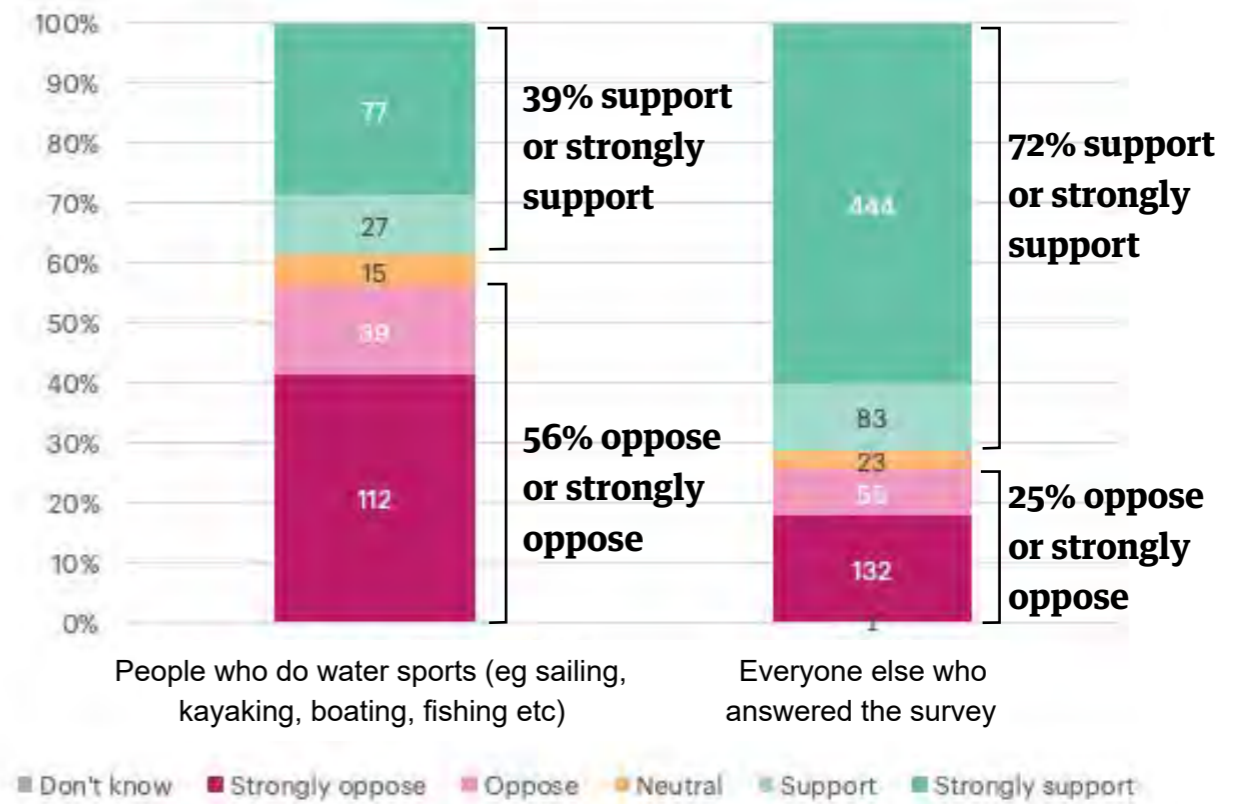
**46% of all people who strongly oppose the proposal do water-sports (112 out of 244).**

26% of respondents said they did water-sports.

What recreational activities do you do in the area?



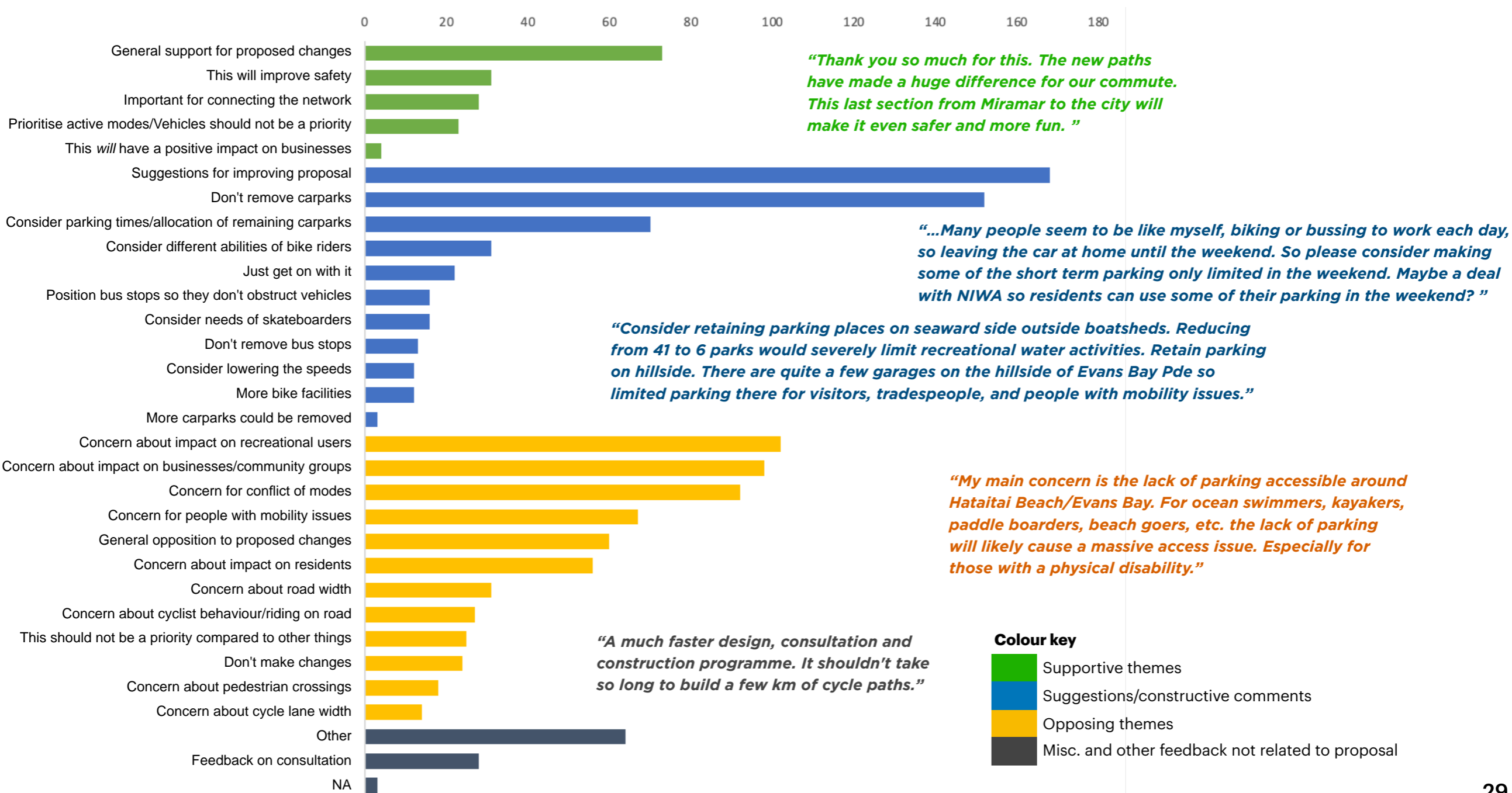
Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?



## **Comment themes**

# Is there anything specific you would like us to consider when looking to make changes to the area? - comment themes

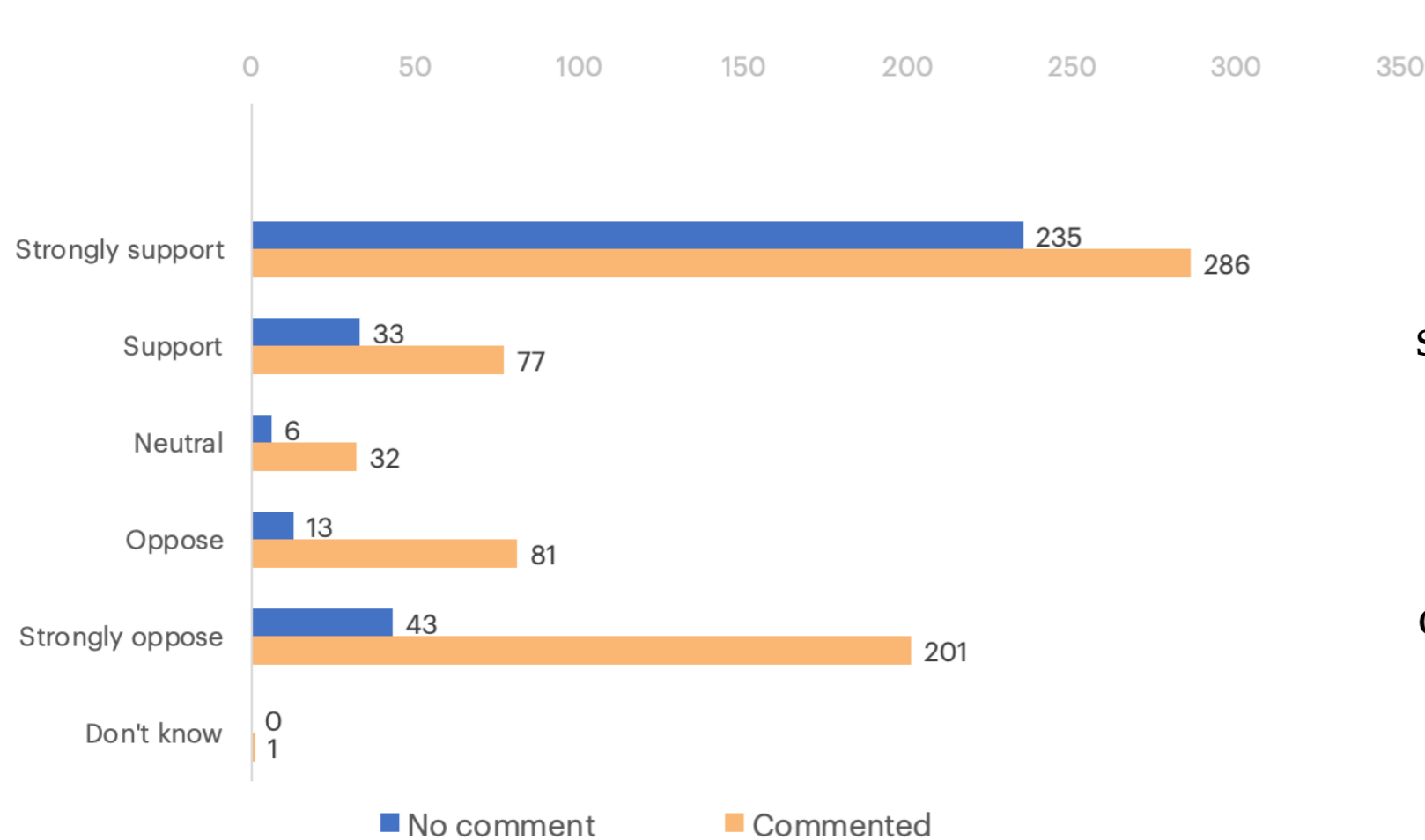
686 comments total





# Who commented on the proposal?

Not everyone left a comment. People who were opposed to the proposal were more likely to leave a comment.



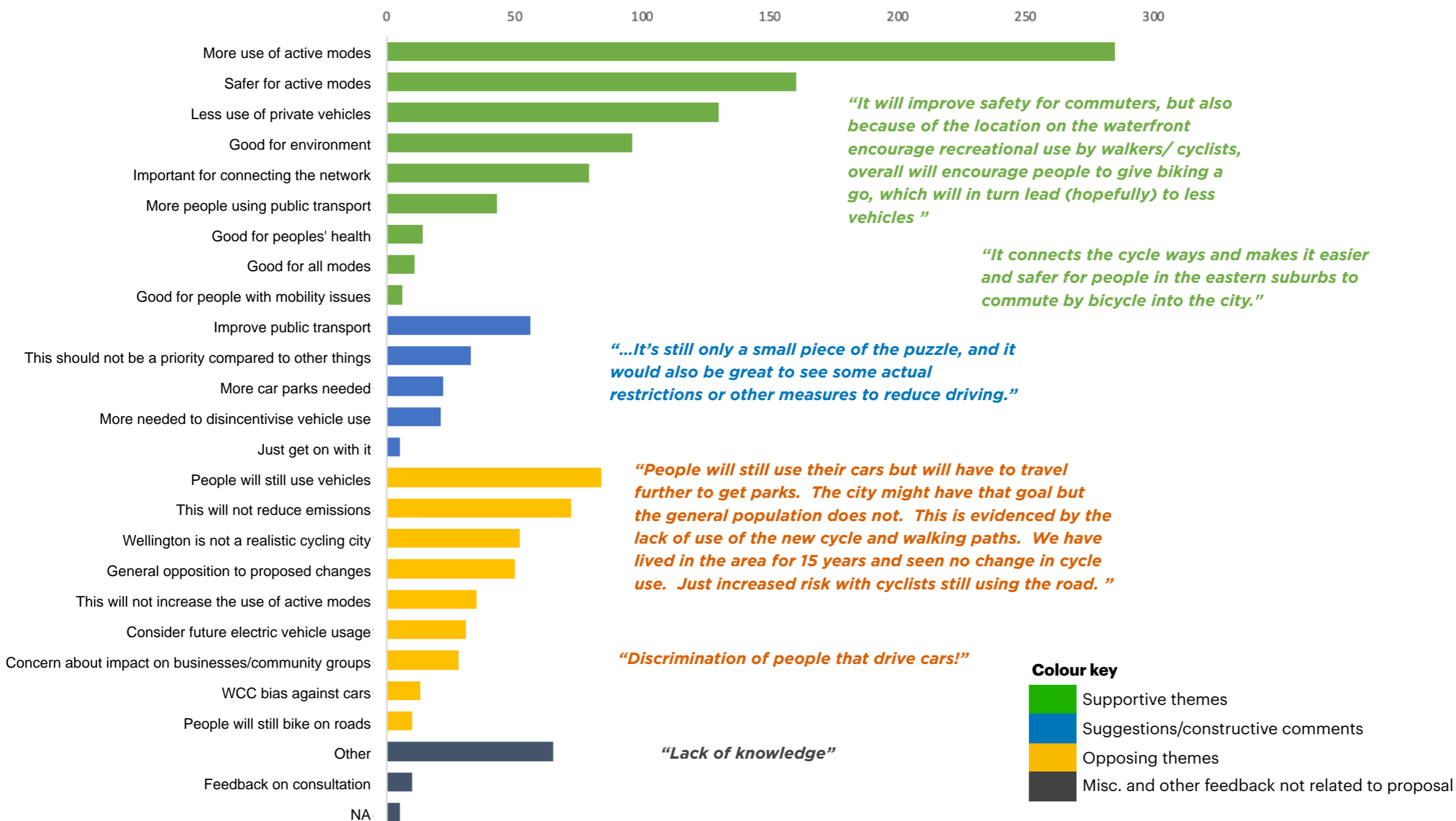
**58%**  
of people who supported the proposal left a comment

**83%**  
of people who opposed the proposal left a comment

# Why do you think that? - comment themes

Follow up to “Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:”

753 comments total

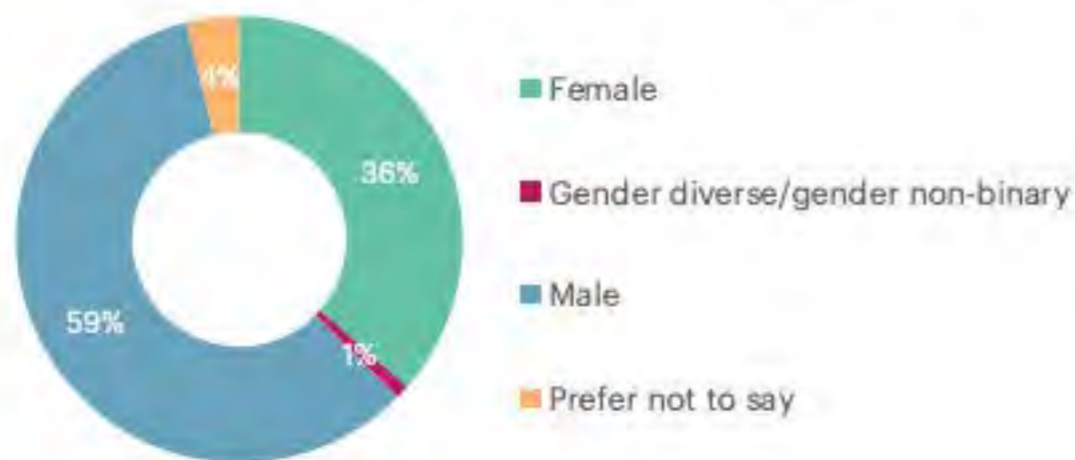


## **Who we heard from**

## Demographics

Please choose the gender that best identifies you:

n=1003

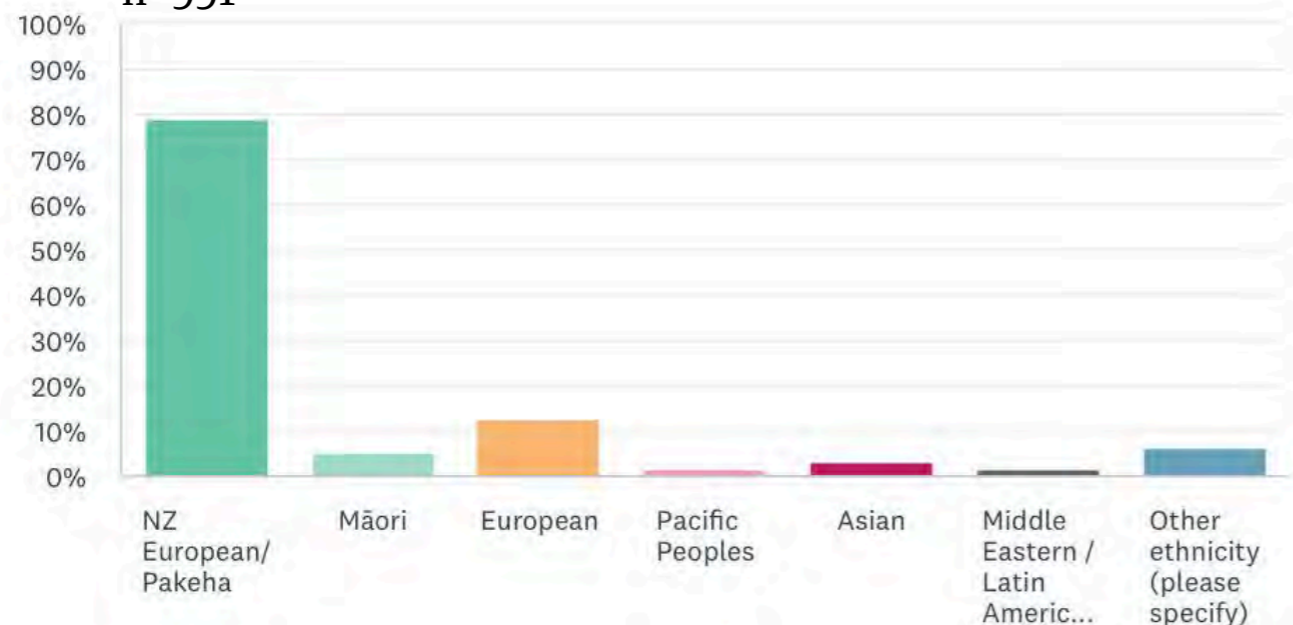


Total does not add up to 100% as people can select more than one ethnicity.

Please choose the ethnicity group/s you identify with:

You can select more than one

n=991



**79% of respondents** identified as NZ European/Pakeha

**5%** identified as Māori

**12%** identified as European

**1%** identified as Pacific Peoples

**3%** identified as Asian

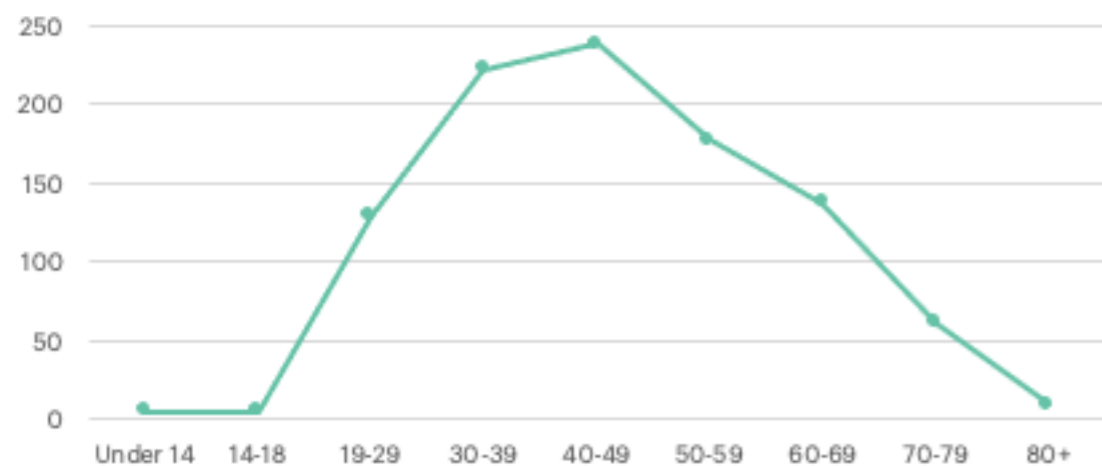
**2%** identified as Middle Eastern / Latin American / African

**6%** specified another ethnicity



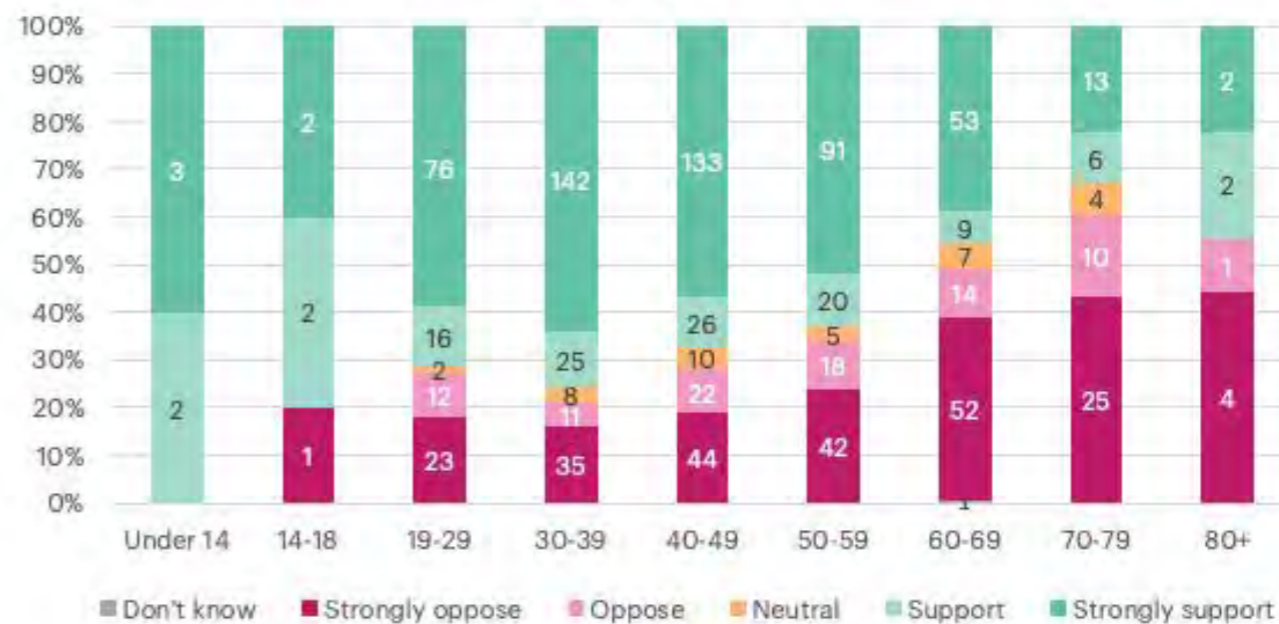
# Demographics

Please choose the age group you belong to:  
n=983



## Support by age group

Overall, do you support the proposed separate walking and biking paths and associated changes on Evans Bay Parade between Greta Point and Cobham Drive?

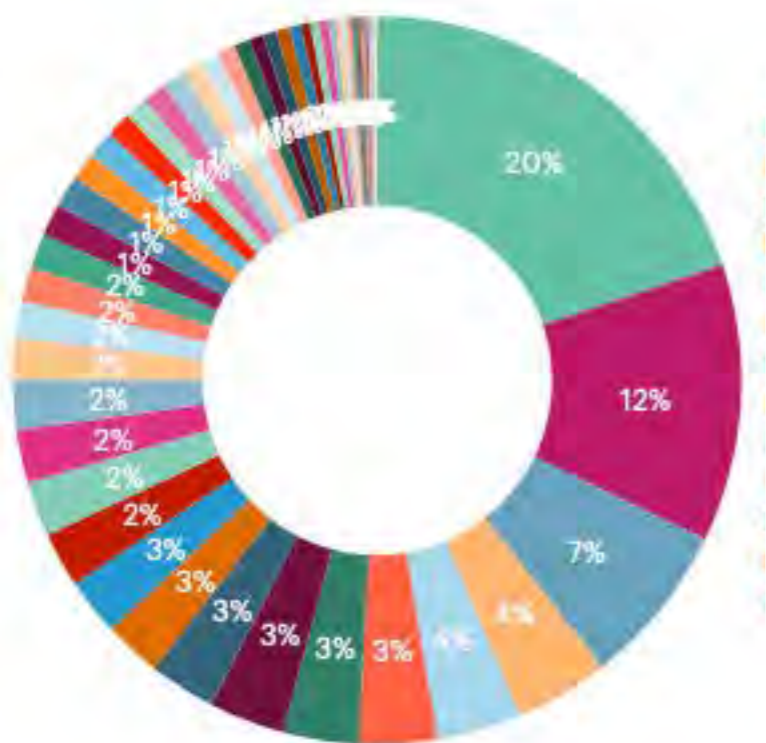


# Demographics

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n=981

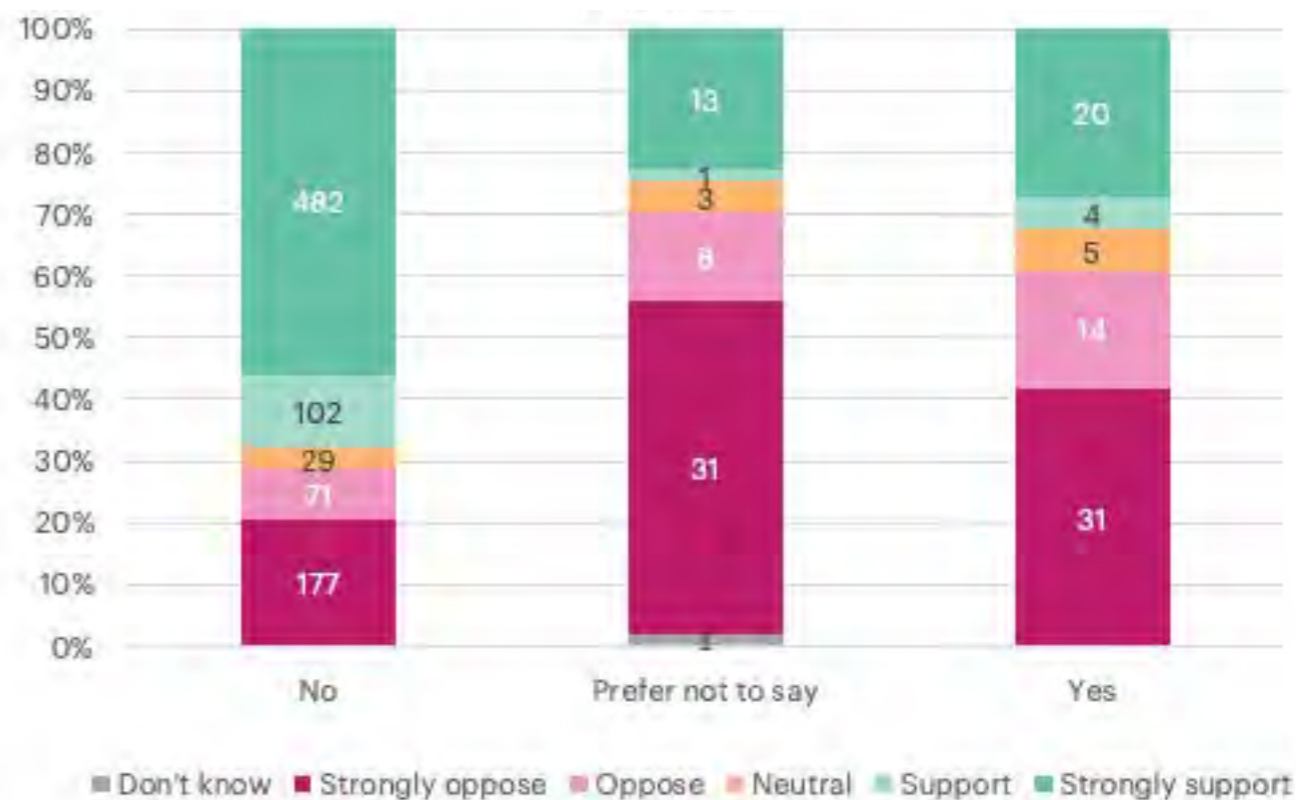


- 195 Hataitai
- 121 Miramar
- 71 Other
- 41 Island Bay
- 37 Newtown
- 34 Kilbirnie
- 33 Brooklyn
- 33 Strathmore Park
- 29 Seatoun
- 25 Roseneath
- 25 Mount Victoria
- 24 Karori
- 24 Lyall Bay
- 23 Khandallah
- 22 Te Aro
- 18 Berhampore
- 16 Ngaio
- 15 Tawa
- 15 Mount Cook
- 14 Northland
- 14 Newlands
- 12 Wellington Central
- 12 Aro Valley
- 11 Maupuia
- 10 Melrose
- 10 Johnsonville
- 10 Oriental Bay
- 9 Houghton Bay
- 8 Wadestown
- 8 Kelburn
- 7 Breaker Bay
- 6 Southgate
- 6 Thorndon
- 6 Churton Park
- 5 Crofton Downs
- 4 Highbury
- 4 Vogeltown
- 4 Karaka Bays
- 3 Rongotai
- 3 Mornington
- 2 Wilton
- 2 Glenside
- 2 Kingston
- 1 Kaiwharawhara
- 1 Broadmeadows
- 1 Horokiwi
- 1 Worser Bay
- 1 Woodridge
- 1 Owhiro Bay
- 1 Pipitea
- 1 Moa Point

## Accessibility

**74 (7%)**  
of respondents live with  
disability or accessibility issues

Do you live with a disability or accessibility issues?  
(Support for the proposal)



## Organisations we heard from

410 Evans Bay Parade	Kupe Canoe Club
Andy Economous Greta Point Cafe	Living Streets Aotearoa
Brennan Family Trust and Southern Plumbing & Gasfitting Ltd	NZ Heavy Haulage Association
Britannia Sea Scouts (and EBYMBC)	Our Fishing Future Inc
Cycle Wellington	Port Nicholson Poneke (PNP) Cycle Club
Disabled Persons Assembly NZ	Scots College
Doctors for Active, Safe Transport	Skate Ed
Eastern Active Streets (EASt)	Switched on Bikes
Environmental Reference Group	Wellington Skateboarding Association
Evans Bay Marina Tenants Group	Wellington Surfcasting Club
Evans Bay Yacht & Motor Boat Club	Yachting New Zealand Inc
Greta Point Body Corporate	

## **Other engagement activities**



## Webinars

Due to Covid restrictions, two planned drop-in sessions had to be cancelled. Instead, the Council hosted two online webinars, which attracted over 80 participants.

The webinars were hosted by an external facilitator. The project team presented the objectives and talked through changes associated with the proposal, then ended with a Q&A panel discussion. Some Councillors attended the session and participated in the Q&A discussion.

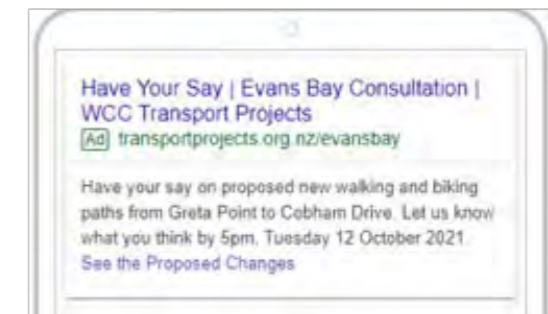
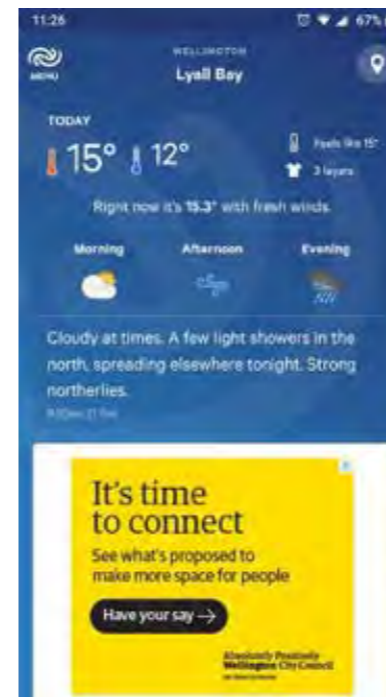
[A video of the webinar is available online.](#)



# Promotion Advertising

The consultation was promoted through various digital channels, a Dominion Post ad and Adshels. Promotion activities performed higher than industry average.

Channel	Performance
Stuff/Metservice	305K impressions
Google display	1.8M impressions / 0.08% click through rate
Google search	4K impressions / 10.68% click through rate
Neighbourly post	39K impressions
Neighbourly alert	23K impressions / 24.6% open rate



# Promotion

## Social media

The consultation and webinar were promoted through the Council’s social media channels. Social media had higher than average engagement across all channels

Channel	Performance
Facebook	51K reach / 180 comments / 161 reactions
Facebook event (boosted)	39K reach / 50 comments / 114 reactions
Twitter	30.7K reach / 450 engagements
Instagram story	3.3K reach



## **Appendix: theme definitions**

## Theme name explanations

Is there anything specific you would like us to consider when looking to make changes to the area?

Theme name	Theme explanation/example
Concern about cycle lane width	Expressing concern that the proposed cycle lane is too narrow
Concern about impact on businesses/community groups	Expressing concern that businesses and recreational groups would be negatively impacted by proposed changes
Concern about pedestrian crossings	Expressing concern that the pedestrian crossings are either not necessary or could be improved
Concern for conflict of modes	Expressing concern that two or more modes in the same area will cause safety issues - this includes comments advocating for a separated cycle lane
Concern for people with mobility issues	Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children
Concern about cyclist behaviour/riding on road	Expressing that proposed changes will cause or not stop cyclists from riding on the road. This also includes comments that mention behaviour change and enforcement of cyclist behaviour
Concern about road width	Expressing concern that the proposed new road width is too narrow in some/all areas
Consider different abilities of bike riders	Comments mentioning different cyclists have different needs (eg commuters vs recreational cyclists) - and how the proposed changes should consider these types of users
Consider lowering the speeds	Comments mentioning lowering the speeds in more areas, traffic calming measures, or advocating for a lower speed
Consider parking times/allocation of remaining carparks	Comments advocating for different resolutions on the remaining carparks - including location, type of park, size of parks, timeframes/pricing, etc
Don't make changes	Comments specifying that no changes are needed
Don't remove bus stops	Comments advocating for no/fewer bus stops to be removed
Don't remove carparks	Comments advocating for no/fewer carparks to be removed



## Theme name explanations

Is there anything specific you would like us to consider when looking to make changes to the area?

Theme name	Theme explanation/example
Feedback on consultation	Comments about the engagement material, method, etc
General opposition to proposed changes	Comments showing a general opposition to the proposed changes
General support for proposed changes	Comments showing general support for the proposed changes
Important for connecting the network	Specifying that the Evans Bay cycleway enables better journeys throughout the city, and gets Wellington closer to a cycle network
Just get on with it	Comments saying that these changes should be done quickly
More bike facilities	Advocating for more biking facilities eg: bike parks, bike repair stations, etc
More carparks could be removed	Advocating that more carparks could be removed in the proposed area
NA	Not applicable answers (eg no comment/NA)
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal
Position bus stops so they don't obstruct vehicles	Advocating for a change in the proposed bus stop changes, to avoid traffic waiting behind buses and getting frustrated
Prioritise active modes/Vehicles should not be a priority	Comments stating that active modes should be prioritised and private vehicles should not be - when Wellington City Council is making decisions
Suggestions for improving proposal	Constructive suggestions to the proposed changes, these range from structural changes (eg shifting the bike lane) to minor urban design suggestions (eg install lights)
This should not be a priority compared to other things	People advocating that there are more urgent issues that the Council should be focusing/spending money on (eg pipes)
This <i>will</i> have a positive impact on businesses	Comments advocating that these changes will have a positive effect on businesses
This will improve safety	Comments advocating that the proposed changes will result in people being more safe (whatever the mode)

# Theme name explanations

## Why do you think that?

Follow up to “Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:”

Theme name	Theme explanation/example
Concern about impact on businesses/community groups	Expressing concern that businesses and recreational groups would be negatively impacted by proposed changes
Don't remove carparks	Comments advocating for no/fewer carparks to be removed
Feedback on consultation	Comments about the engagement material, method, etc
General opposition to proposed changes	Comments showing a general opposition to the proposed changes
Good for all modes	Advocating that the proposed changes will have a positive affect on all users, and all different modes
Good for environment	Comments specifying that the proposed changes will have a positive impact on the environment
Good for people with mobility issues	Comments noting that the proposed changes cater to people with mobility issues, the elderly, and children
Good for people's health	Advocating that the proposed changes will have a positive affect on people's health (through mode shift)
Improve public transport	Comments mentioning the need for more reliable or frequent public transport
Important for connecting the network	Specifying that the Evans Bay cycleway enables better journeys throughout the city, and gets Wellington closer to a cycle network
Just get on with it	Comments saying that these changes should be done quickly
Less use of private vehicles	Specifying that these proposed changes will result in fewer private vehicles being used
More needed to disincentivise vehicle use	To achieve mode shift more disincentives for using private vehicles are needed

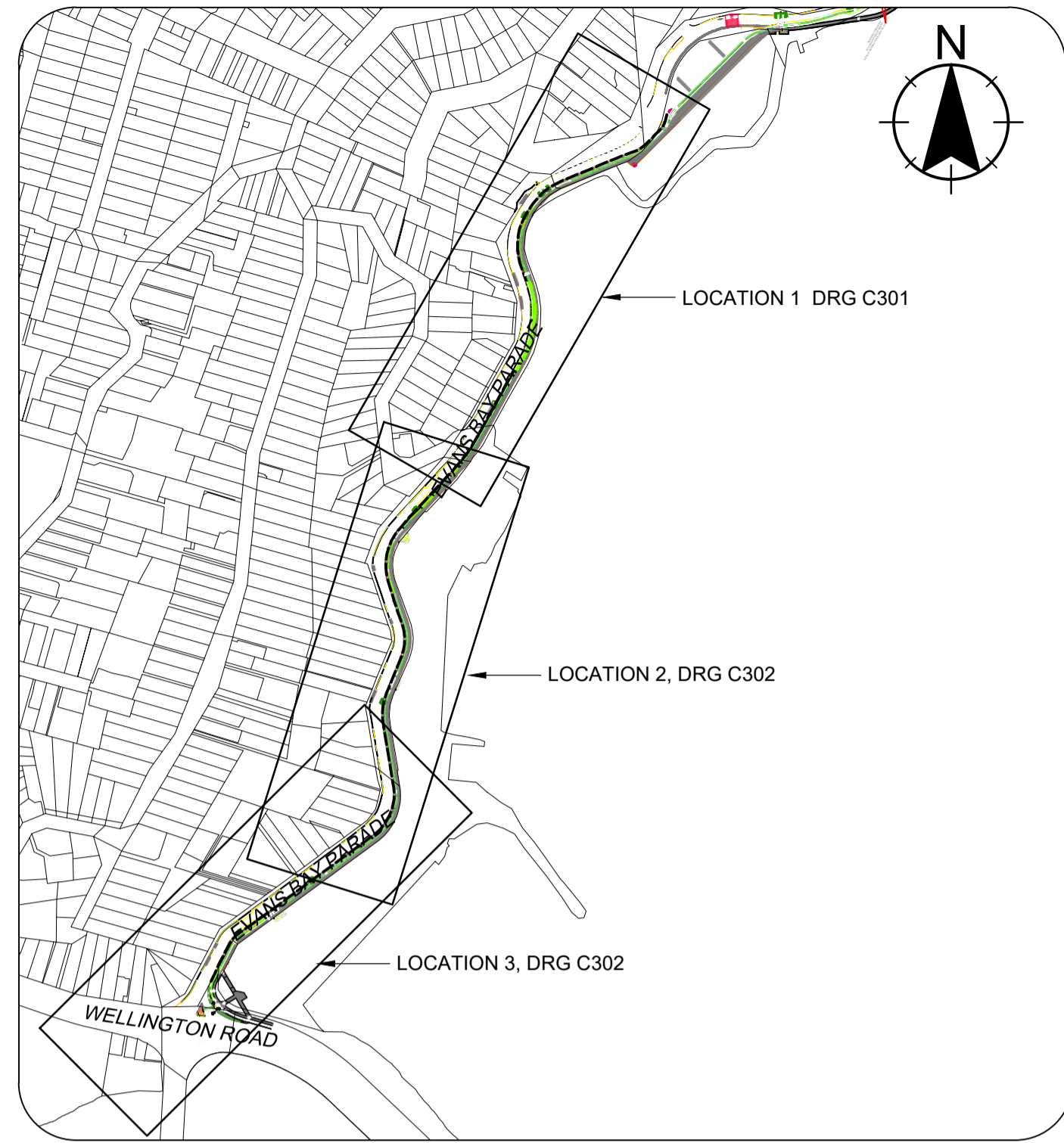
# Theme name explanations

## Why do you think that?

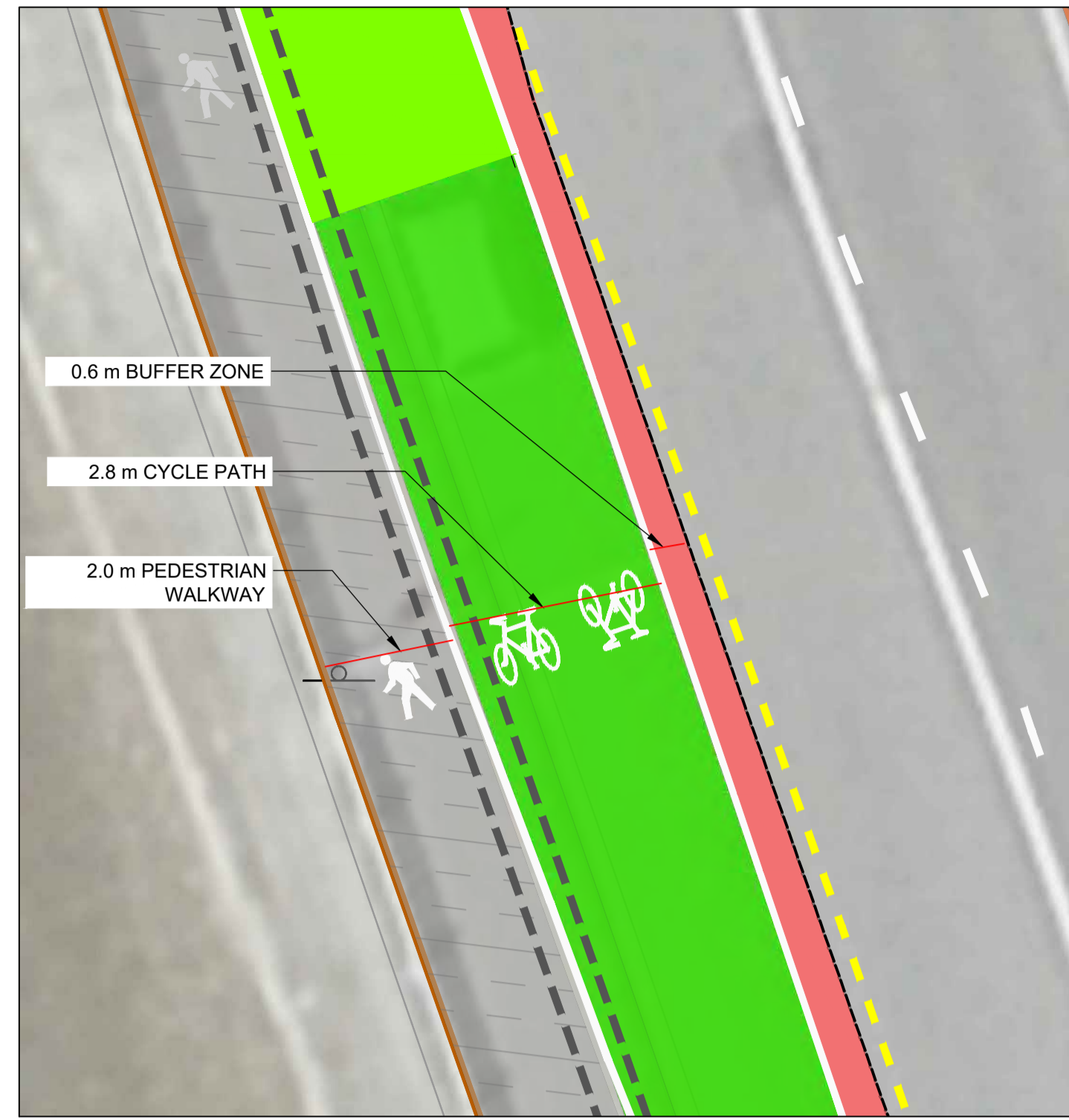
Follow up to “Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of these proposed changes will be:”

Theme name	Theme explanation/example
More people using public transport	Comments advocating that due to the proposed changes more people will be encouraged to use public transport
More use of active modes	Comments advocating that due to the proposed changes more people will be encouraged to use active modes such as scootering, biking, or walking
NA	Not applicable answers (eg no comment/NA)
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal
People will still bike on roads	Advocating that proposed changes will cause or not stop cyclists from riding on the road. This also includes comments that mention behaviour change and enforcement of cyclist behaviour
People will still use vehicles	Advocating that proposed changes will not result in fewer people using private vehicles
This should not be a priority compared to other things	People advocating that there are more urgent issues that the Council should be focusing/spending money on (eg pipes)
This will not increase the use of active modes	Advocating that proposed changes will not cause any mode shift to active modes
This will not reduce emissions	Comments advocating that overall this will not reduce emissions, from either lack of mode shift, congestion, or amount of emissions emitted in construction
WCC bias against cars	Comments stating that Wellington City Council is biased against private vehicle users
Wellington is not a realistic cycling city	Comments stating that mode shift goals/changes are unrealistic due to reasons such as weather, geography, current infrastructure, etc



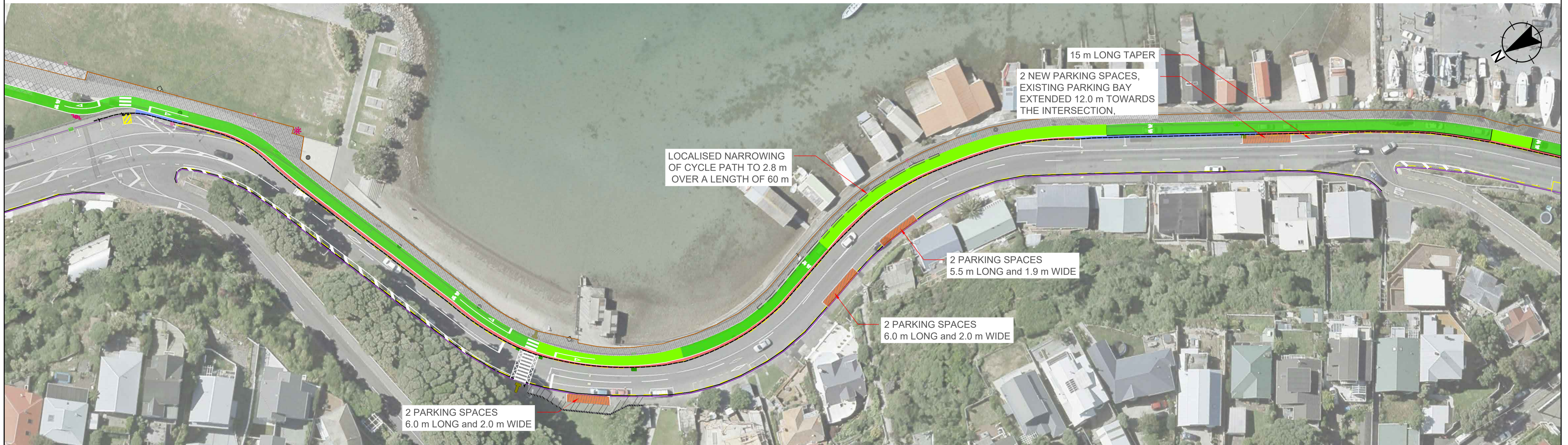
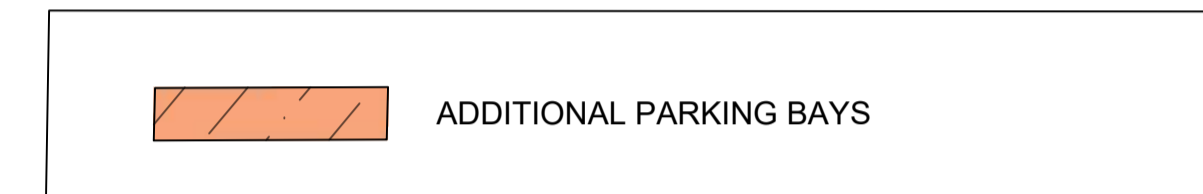


KEY PLAN



DETAIL 1

LEGEND



LOCATION 1  
1:500

CONCEPT ONLY  
FOR COMMENTS

D	REVISOR	CL	DATE	Surveyed	TM	24/11/2021
C	REVISOR	CL	DATE	Designed	AR	24/09/2021
B	REVISOR	CL	DATE	Drawn	AR	02/11/2021
A	REVISOR	CL	DATE	Reviewed		
	Revision	App	Date	Approved		

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

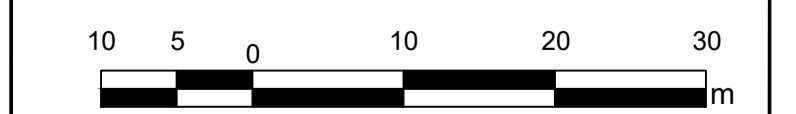
Project Title  
**EVANS BAY PARADE STAGE 2 (NIWA-COBHAM) ROAD RECONFIGURATION**

Sheet Title  
**ADDITIONAL PARKING STUDY ON PROPOSED LAYOUT TOUR COACH SHEET 1 OF 3**

Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com



Scale (A1 Original) 1:500 (A3) 1:500



Project No Sheet Revision

712295 C301 D

Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre. This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.





**LOCATION 2**

1:500



**LOCATION 3**

1:500

**DRAFT**

Revision	Date	App	Drawn	Designed	Surveyed	TM
C	05/11/21		AR	AR	TM	24/11/2021
B	27/10/21		AR	AR	AR	25/10/2021
A	20/10/21		AR	AR	AR	01/11/2021

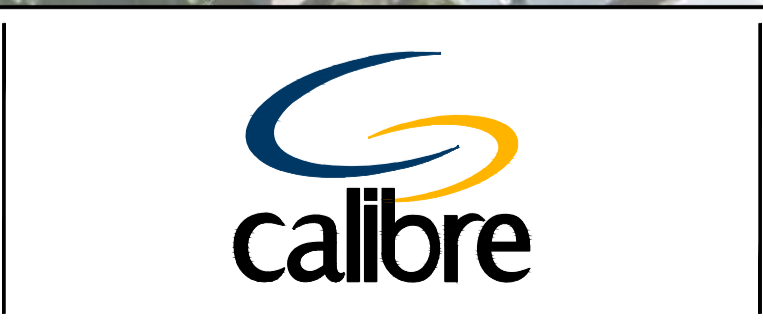
Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre.  
This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.

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

**Project Title**  
EVANS BAY PARADE  
STAGE 2 (NIWA-COBHAM)  
ROAD RECONFIGURATION

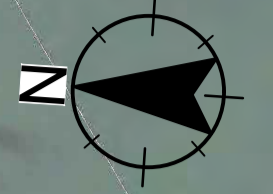
**Sheet Title**  
ADDITIONAL PARKING STUDY  
ON PROPOSED LAYOUT  
TOUR COACH  
SHEET 2 OF 3

Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com



Scale (A1 Original) 1:500	(A3) 1:500	
Project No	Sheet	Revision
712295	C302	C





LOCATION 4  
1:500

CONCEPT ONLY  
FOR COMMENTS

Revised for client comments	CL	01/11/21	App	Date	Approved
<b>Revision</b>					

Surveyed	TM	24/11/2020
Designed	AR	28/10/2021
Drawn	AR	29/10/2021
Reviewed		
App		
Date		
Approved		

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

Project Title  
**EVANS BAY PARADE  
STAGE 2 (NIWA-COBHMA)  
ROAD RECONFIGURATION**

Sheet Title  
**RELOCATION OF PROPOSED  
PEDESTRIAN CROSSING  
SHEET 3 OF 3**

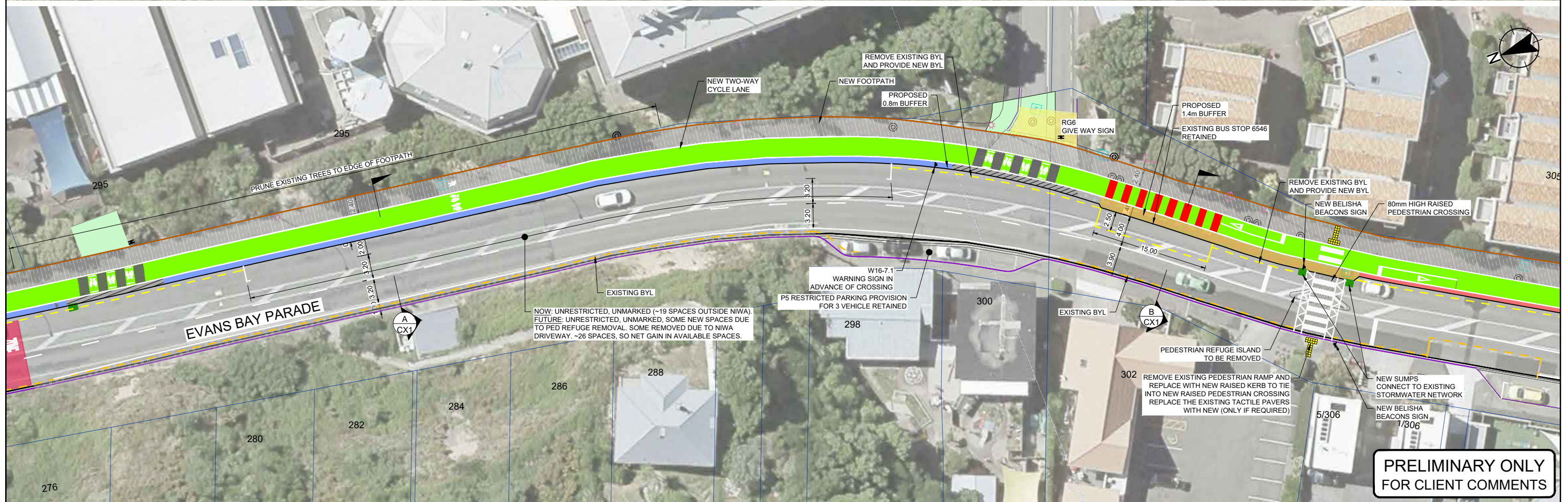
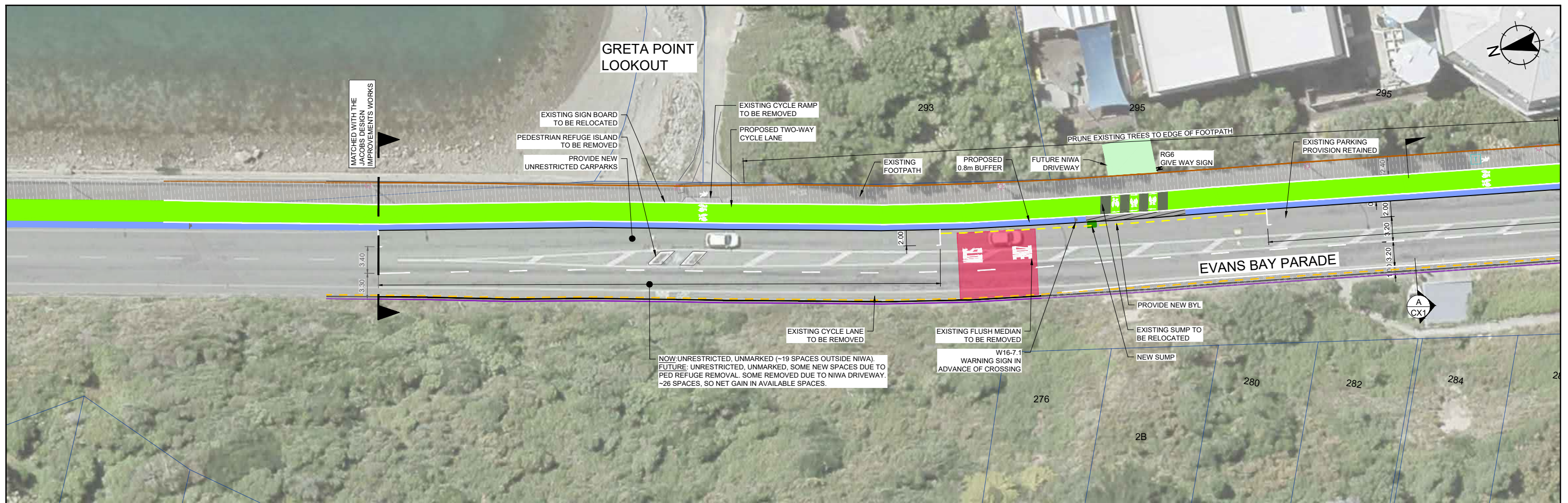
Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com



Scale (A1 Original)	1:500	(A3)	1:500
Project No	712295	Sheet	C303
Revision			A

Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre. This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.





**PRELIMINARY ONLY  
FOR CLIENT COMMENTS**

H	Reviewed for client comments	CL	01/11/21	Surveyed	TM	24/11/2020
G	Reviewed for Client Comments	SC	16/06/21	Designed	SM	10/2020
F	Reviewed for Client Comments	SC	31/05/21	Drawn	SM/MMT/AR	11/2021
E	Reviewed for Client Comments	SC	19/05/21	Reviewed	SC	12/2020
Revision		App	Date	Approved	CL	11/2021

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

**Project Title**  
Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Road Reconfiguration

**Sheet Title**  
Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Concept Plan  
Sheet 1 of 6

Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com



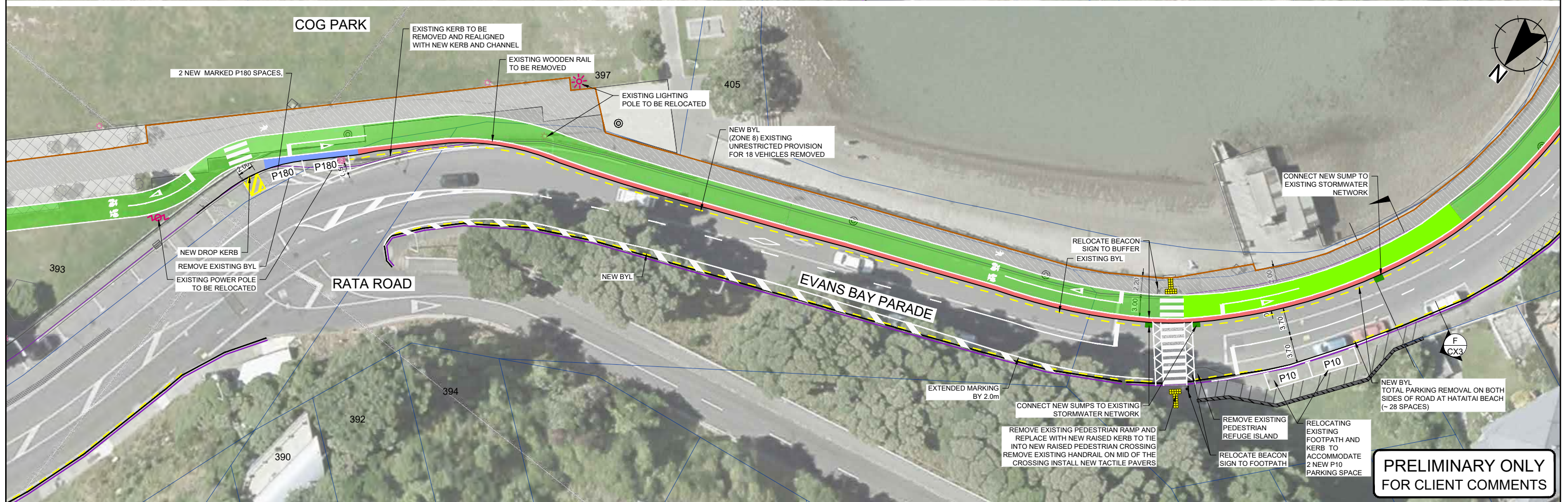
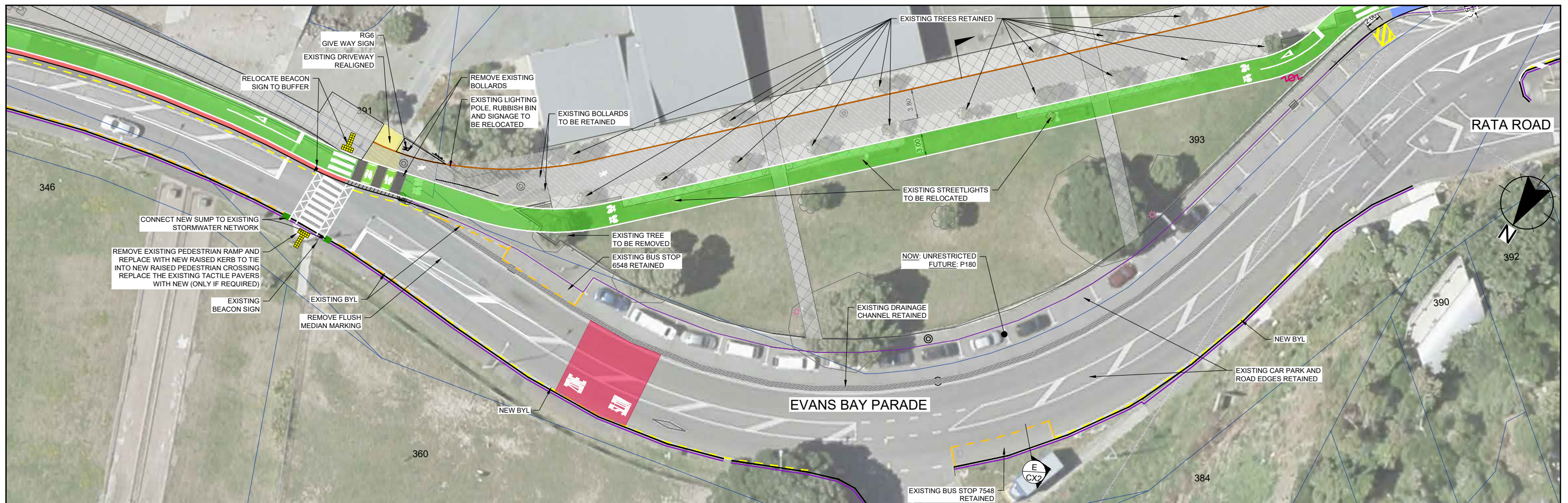
Scale (A1 Original)	1:250	(A3) 1:500
Project No	712295	Sheet
Revision	C01	H

Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre. This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.









**PRELIMINARY ONLY  
FOR CLIENT COMMENTS**

Revision	App	Date	Approved	CL			
H	Revised For Client Comments	SC	01/11/21	Surveyed	TM	24/11/2020	Client
G	Revised For Client Comments	SC	31/05/21	Designed	SM	10/2020	
F	Revised For Client Comments	SC	28/05/21	Drawn	SM/MMT	11/2020	
E	Revised For Client Comments	SC	19/05/21	Reviewed	SC	12/2020	
		App			CL	12/2020	

Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre.  
This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.

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

**Project Title**  
Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Road Re-Configuration

**Sheet Title**  
Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Concept Plan  
Sheet 3 of 6

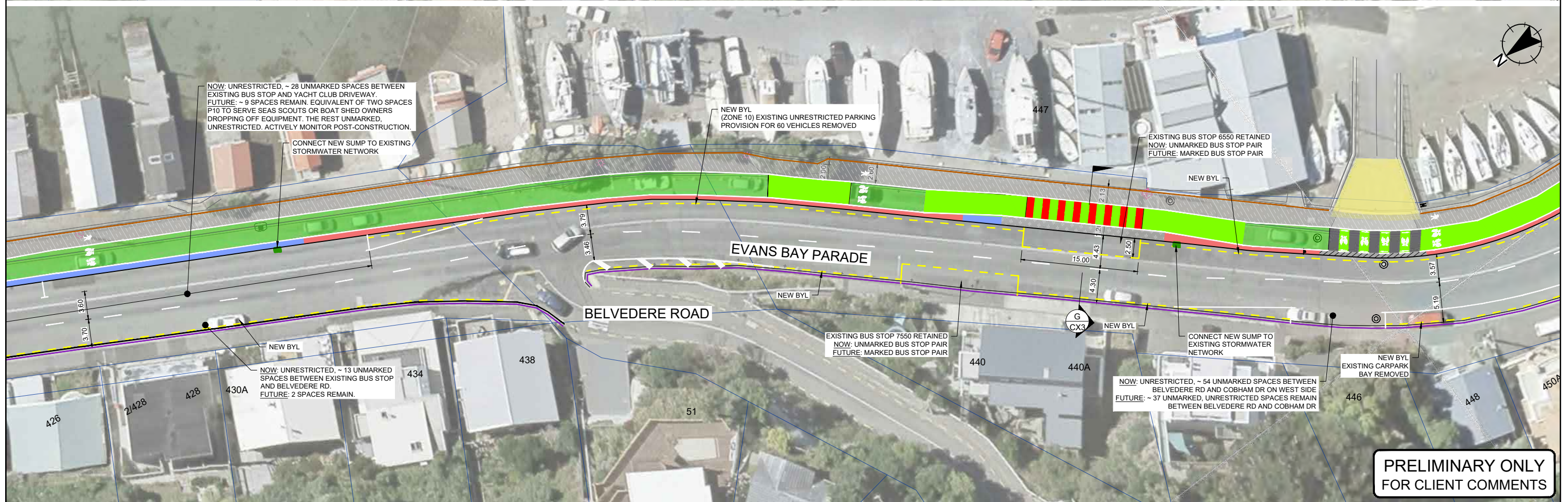
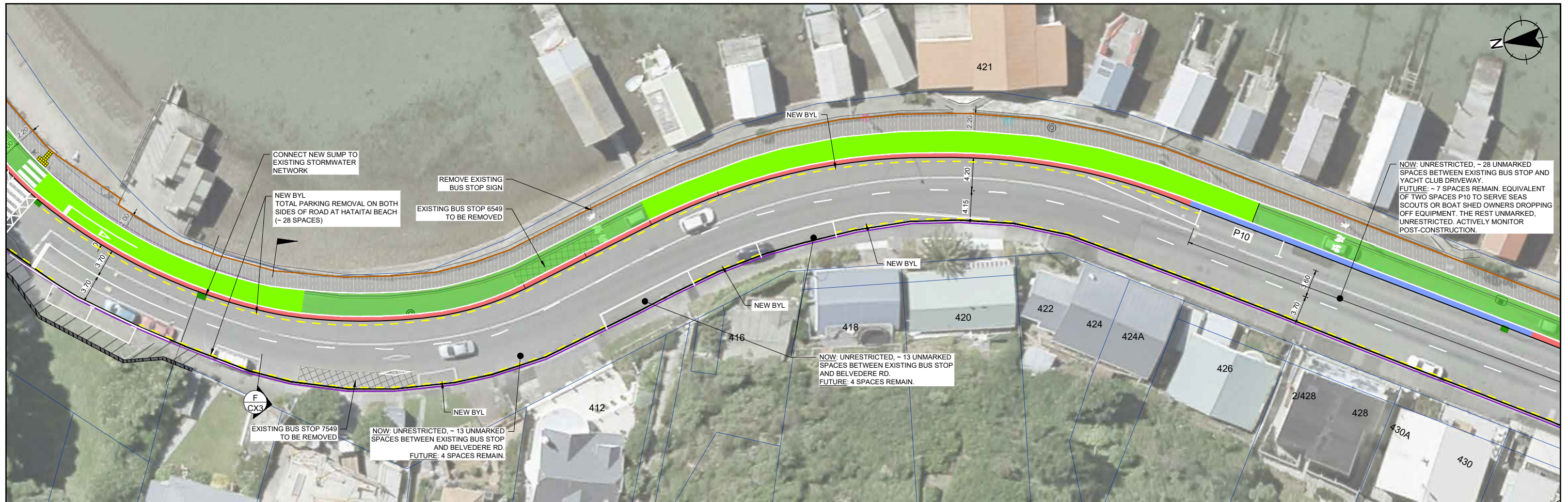
Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com



Scale (A1 Original) 1:250 (A3) 1:500

Project No	Sheet	Revision
712295	C03	H





**PRELIMINARY ONLY  
FOR CLIENT COMMENTS**

G Revised for client comments	CL	02/11/21	Designed	TM	24/11/2020
F Revised For Client Comments	CL	01/11/21	Drawn	SM	10/2020
E Revised For Client Comments	SC	19/05/21	Reviewed	SM/MMT	11/2020
Revision	App	Date	Approved	SC	12/2020
				CL	12/2020

Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre. This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.

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

Project Title  
**Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Road Re-Configuration**

Sheet Title  
**Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Concept Plan  
Sheet 4 of 6**

Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com

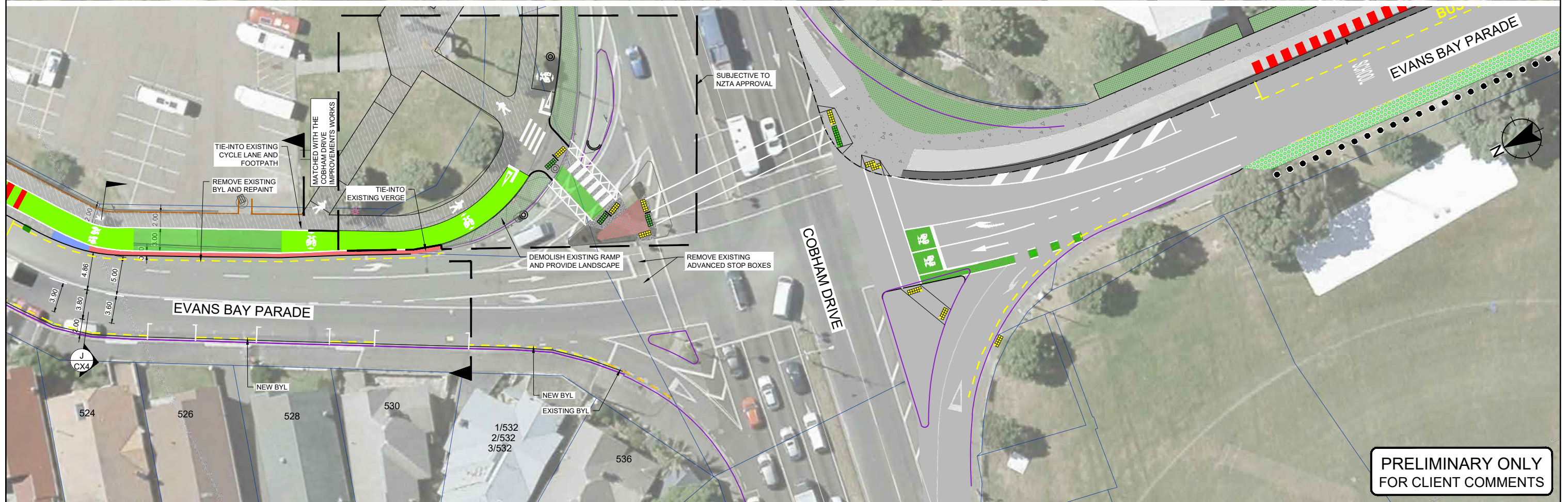
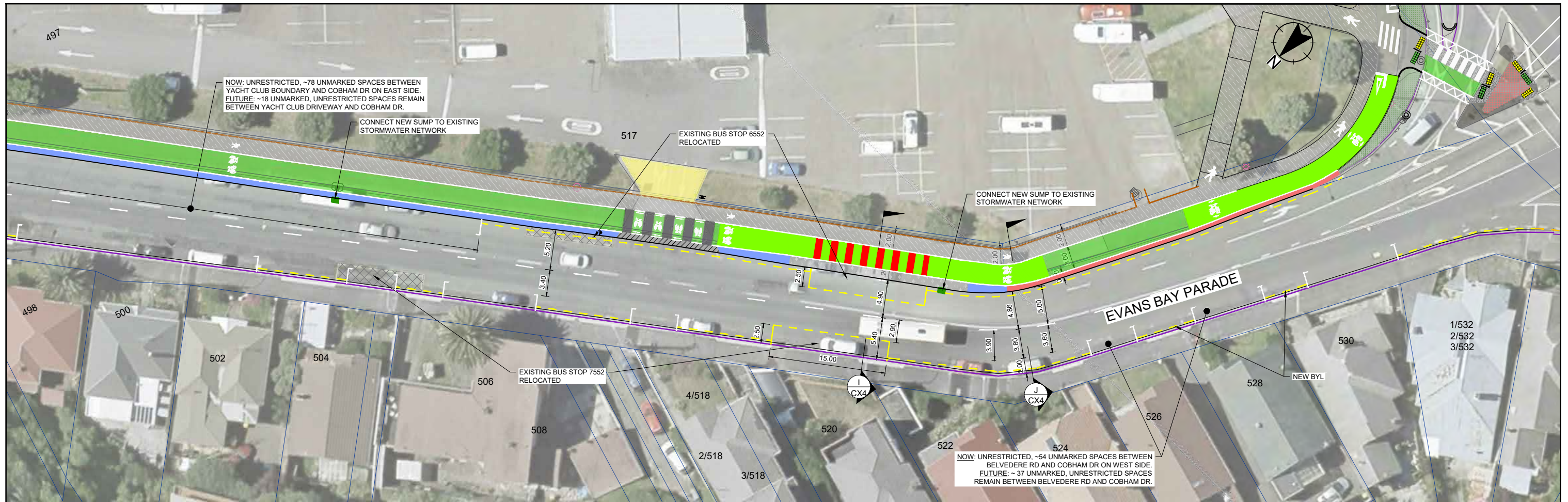


Scale (A1 Original) 1:250	(A3) 1:500	
5 2.5 0 5 10 15 m		
Project No	Sheet	Revision
712295	C04	G









**PRELIMINARY ONLY  
FOR CLIENT COMMENTS**

Revision	Date	App	Approved	CL	SC	SC	SC	App	Date	Approved	CL	SC	SC	App	Date	Approved	CL	SC	SC	
G	Revised For Client Comments	01/11/21	TM	24/11/2020	TM	10/2020														
F	Revised For Client Comments	19/05/21	SM	11/2020	SM															
E	Revised For Client comments	19/04/21	SM/MMT	12/2020	SM/MMT															
			SC	12/2020	SC															
			CL	12/2020	CL															

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

**Project Title**  
Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Road Re-Configuration

**Sheet Title**  
Evans Bay Parade  
Stage 2 (NIWA-COBHAM)  
Concept Plan  
Sheet 6 of 6

Level 13  
Kordia House  
109-125 Willis Street  
Wellington 6011  
+64 4 384 2029  
calibregroup.com



Scale (A1 Original) 1:250 (A3) 1:500

Project No 712295 Sheet C06 Revision G

Verify all dimensions on site before commencing work. Prioritise figured dimensions over scaling. Refer all discrepancies to Calibre.  
This document and the copyright in this document remain the property of Calibre Consulting Limited. The contents of this document may not be reproduced either in whole or in part by any means whatsoever without the prior written consent of Calibre Consulting Limited.



# Supplementary Design Report

Evans Bay Parade Stage 2 (Greta Point to Cobham Drive)

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke



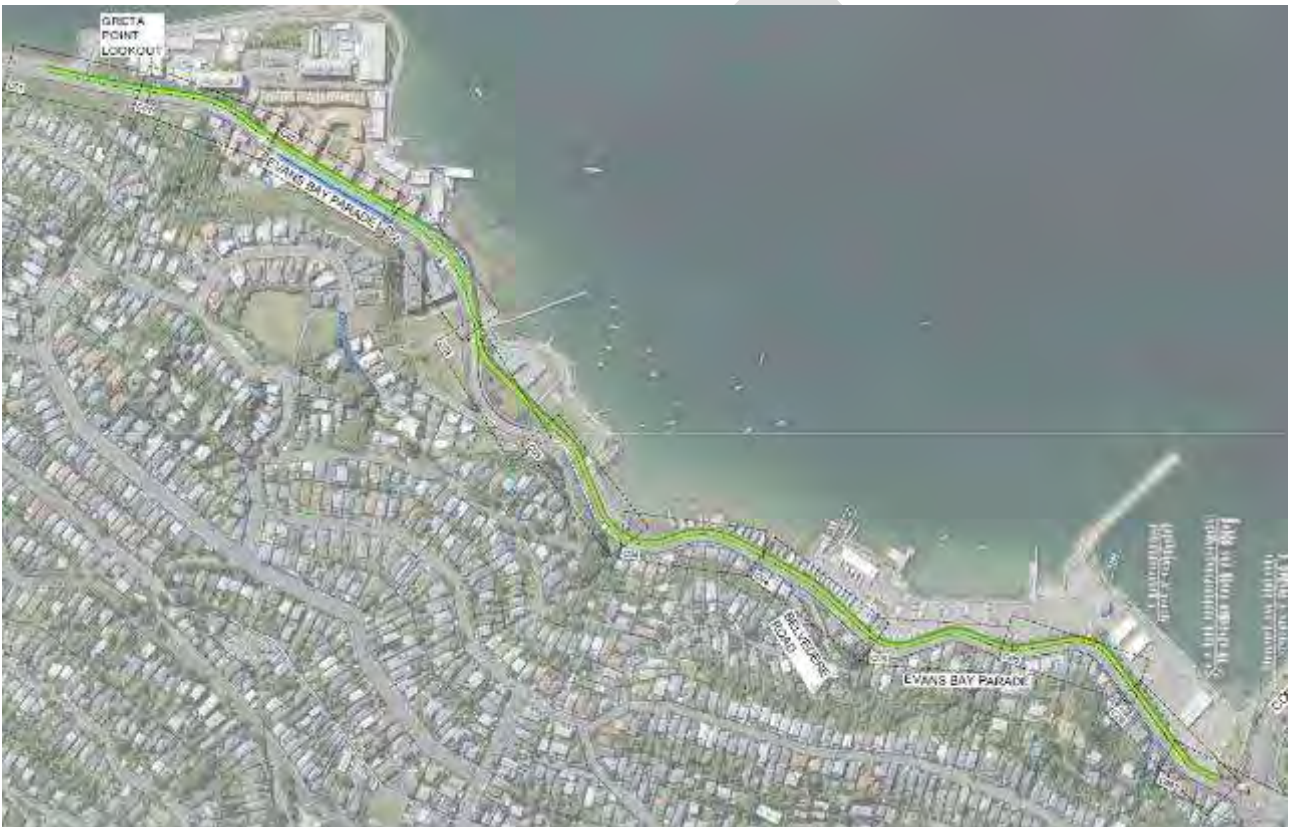
# Contents

Introduction .....	3
Design assumptions .....	4
Particular design locations and issues .....	6
Engagement .....	7
Consultation .....	8
Special locations .....	8
Cog Park Reserve .....	9
Patent slip and around .....	14
Greta Point .....	18
Design considerations .....	20
Widths .....	20
Driveways .....	23
Visibility .....	26
Bus stops .....	29
Pedestrian crossings and one pedestrian/cycle crossing .....	36
Sea walls and retaining walls .....	41
Street lighting .....	41
Accessibility improvements .....	42
Bike parking .....	42
Stormwater treatment and rain gardens .....	43
Arboricultural assessment .....	45
Ecological assessment .....	46
Data .....	46
Cycle counts .....	46
Safety data .....	48



## Introduction

This is a supplementary design report to the overall [Design Report](#)<sup>1</sup> prepared for the Evans Bay Parade walking and biking project in November 2017. The whole project starts at the eastern end of Oriental Bay (near the Carlton Gore Road intersection) and finishes at the Cobham Drive intersection where it connects with the recently completed Cobham Drive bike path and footpath. The project has been split into two stages. This report considers Stage 2 which is the 1.7km section between Greta Point (north of NIWA) and the Cobham Drive intersection.



*Figure 1: Evans Bay Stage 2 (Greta Point to Cobham Drive) whole route*

Mana whenua Taranaki Whānui have gifted the name Te Haerenga Roa o Te Aro (long promenade or journey) for the section between Greta Point and Cobham Drive to acknowledge the journeys of the peoples of Te Aro from their arrival in Aotearoa, their journey to Taranaki, then from Taranaki to Wellington, and eventually to this point in the city.

The purpose of this supplementary report is to outline how design decisions have been reached through the concept design stage of the project. A draft will be released prior to public consultation and updated after considering public feedback.

The report will also report on engagement with stakeholders and present some data, updated from what was provided in the Issues Report published in June 2017.

As outlined in the 2017 Design Report, a two-way bike path and dedicated footpath on the harbour side of Evans Bay Parade was chosen as the best option for the whole route. This was agreed by the City Council's Strategy and Policy Committee in March 2018.<sup>2</sup>

Along the section of Evans Bay Parade between Greta Point and Cobham Drive (Stage 2), there is currently a shared path. This is inadequate due to:

- the narrowness of the path, creating the risk of conflict and potential safety issues for people on foot and riding bikes
- insufficient signs and markings at driveways
- the poor surface
- the growing numbers of people walking, running, scooting and cycling, which further increases the risk of conflict.

### ***Design assumptions***

These design assumptions have been made for Stage 2. These have been taken from the overall Design Report and adjusted accordingly for Stage 2.

- The design will maintain a similar materials palette and so will look like the walking and biking paths on Cobham Drive and Evans Bay Parade Stage 1.
- The design will adhere, where practicable, to best practice facility design.
- The route extends from the northern end of Greta Point to the intersection of Evans Bay Parade and Cobham Drive.

---

<sup>2</sup> <https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/EVANS-BAY-Design-Report-DRAFT-Rev-4-p1-compressed.pdf>



- Urban design and landscaping features will be integrated into the design where possible at regular points, but particularly in the Evans Bay Patent Slip area and Cog Park.
- The project works will remain within the formed road reserve area (except for Cog Park) and will not extend into the coastal marine area.
- The dedicated bike path will be at the same level and adjacent to the footpath and will include a buffer zone between the bike path and the road.
- The planned separated path is designed to make it safer and easier for people on foot and those on bikes, and to encourage more people of all ages and abilities to cycle. Confident riders and recreational group riders may still choose to ride on the road.
- Consultation on the draft design is planned and will provide an opportunity for the wider community and people who live, run businesses, commute this way, or use this area in other ways to learn more about the proposed changes and provide their thoughts. The proposed design incorporates some features that have been suggested during early discussions with businesses and organisations in this area.

In addition to the original Design Report, the project will incorporate mana whenua design principles, which are considered in Table 1 below:

*Table 1: Mana whenua design principles for the project*

Principle	Example	How considered for this project
Whakapapa – a sense of place	Storytelling of the past	We intend to incorporate storytelling into the design of Cog Park and the patent slip area
Wai-ora – respect the role of water	Managing run-off to the harbour	We investigated the possibility of rain garden treatment to manage road and paved surface run-off
Pūngao-ora – energy	Build in as sustainable a way as practicable	Construction methodology to be determined at a later stage
Hau-ora – optimising health and wellbeing	Provide healthy environments to sit in	We intend to provide more seats in the patent slip area and make it easier to access existing seating areas
Whakamahitanga – use of materials	Build with safe materials, recycle where possible	We intend to use sustainable materials and recycle where possible

Manaakitanga – support a just and equitable society	Make the route safe for users at all times of day	One of the key objectives of the project is to improve safety for all road and path users
Whakāhuatanga – celebrate beauty in design	Feature good design and public art where possible	We intend to incorporate public art that facilitates interpretation and storytelling at the patent slip area, and high-quality urban design

Calibre Consulting has been commissioned to prepare the concept design for the traffic resolution and public consultation. Isthmus has been commissioned to assist with urban design, particularly in the patent slip area and Cog Park south of Greta Point.

### ***Particular design locations and issues***

Evans Bay Stage 2 has some interesting locations to be considered in the design which will be addressed in this report. The locations include:

- Cog Park
- Evans Bay Patent Slip
- Greta Point

The report also considers how we propose to address the following design issues:

- path widths
- driveways
- visibility
- bus stops
- pedestrian crossings and one combined pedestrian/cycle crossing
- seawalls and retaining walls
- street lighting
- accessibility improvements
- space for bike parking
- stormwater treatment and rain gardens
- trees and ecology.

Car parking is considered in the [draft Parking Management Plan](#), which has been developed as part of the project and will also be subject to consultation.



## Engagement

The project team met with a range of groups and businesses in the area between November 2020 and January 2021 including:

- Heavy Haulage Association
- Wellington Cadet Centre
- Greta Point Café
- Bella Vista Motel
- NIWA
- Active Explorers Daycare
- High Five Daycare Centre
- Britannia Sea Scouts
- Volunteer Coastguard
- Evans Bay Marina Tenancy Association
- Evans Bay Yacht and Motor Boat Club
- Marrakech Café
- Greta Point Apartments

The purpose of these meetings was for the project team to gather local knowledge of the area and understand some of the desires and concerns. It was also an opportunity for these stakeholders to ask questions of the project team. The responses received have helped inform the concept designs.

Some of the issues with the current layout of Evans Bay Parade raised were:

- Conflict at driveways, particularly between people entering or exiting from driveways, and people cycling along the shared path
- High traffic speeds through Greta Point
- Difficulty in crossing the road at Greta Point
- Availability and turnover of car parking
- Narrowness of the existing shared path
- People cycling too fast on the shared path

## **Consultation**

A formal four-week public consultation on the concept designs, including proposed traffic resolutions, is planned from 14 September to 12 October 2021. The project team will consider feedback which will be presented to the Pūroro Āmua / Planning and Environment committee meeting on 24 November. The committee will then decide on how to proceed on the project, based on public feedback and the project team's recommendations.

This supplementary Design Report will also be updated to incorporate that feedback.

## **Special locations**

Figure 2 shows the proposed route and overlays and zoning identified in the current District Plan. Works in the formed road are likely to be a permitted activity, which applies to most of the route. Earthworks outside the formed road, in the Open Space A zone, and the Evans Bay Patent Slip area, will likely require a resource consent as a Discretionary Activity.

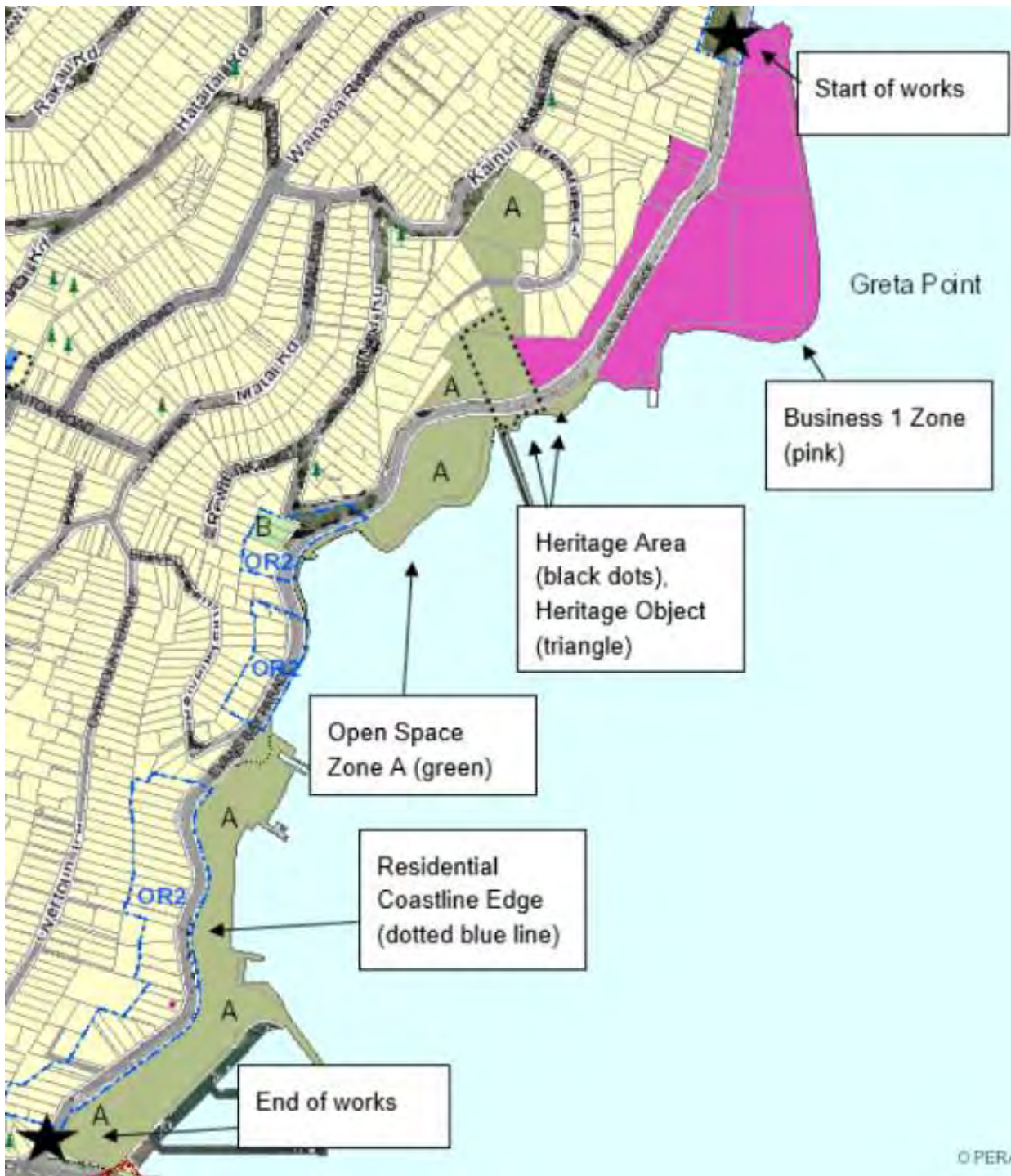


Figure 2: Wellington City Council District Plan

## Cog Park Reserve

Cog Park is a medium-sized reserve on Evans Bay Parade located between Hataitai Beach and Greta Point. The Wellington Cadet Centre is based here, as well as several storage sheds for boats, kayaks, etc. It provides active and passive recreation opportunities, as well as access to the water. It has a tennis/basketball court and is the location for a circus some years.



Cog Park is also the site of the historic flying boat jetty (bottom of image below) where flights operated to and from Sydney in the 1950s.



*Figure 3: Aerial imagery of Cog Park*

There is a lime-chip shared path through the middle of the park, a paved footpath around the road edge, and a gravel path around the harbour edge. The area was most recently landscaped in 2007.

The park is busy on warm, sunny, still summer days, but relatively quiet otherwise. An observational study was undertaken over four days in December 2020.

The image below indicates how the park space was used on the busiest day of the survey period. The western part of the park closest to the road is relatively quiet compared to the eastern part where people of all ages participate in a range of passive and active activities.

Standing	●
Sitting (public seats)	□
Sitting (other, e.g. ground)	⊗
Lying down	—
Exercise/active recreation	+
Other	△

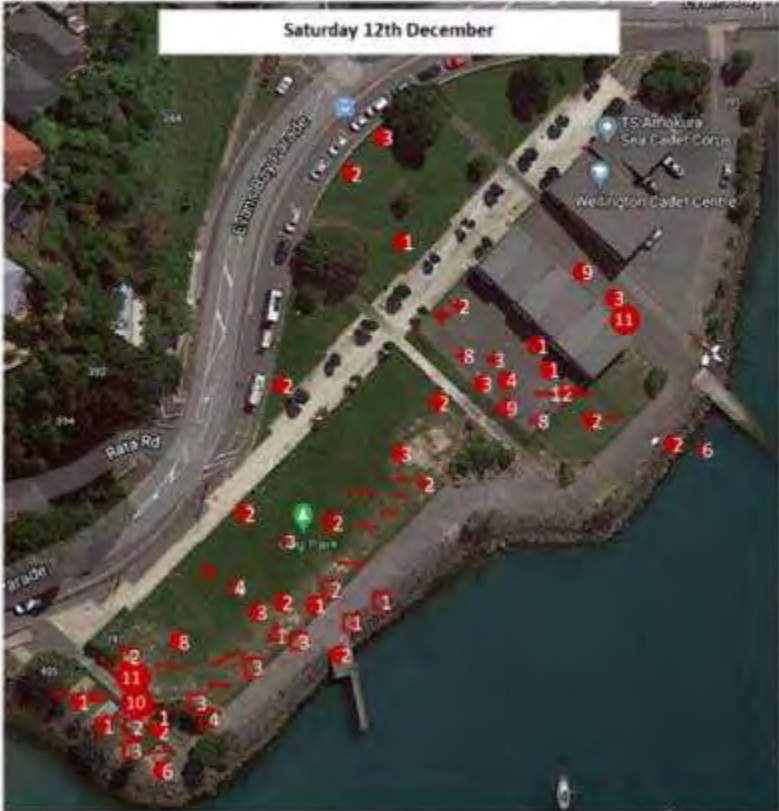


Figure 4: Usage of Cog Park on a sunny Saturday in December 2020

The study also included a count of people travelling through the park. Most were walking along the central path, with reasonable numbers of people cycling and running.

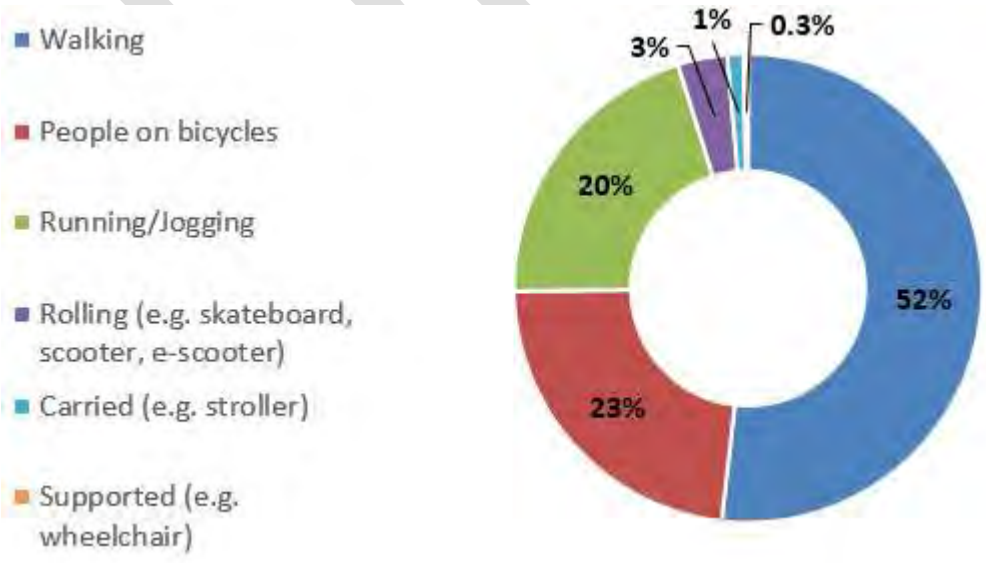


Figure 5: Cog Park users travelling through the park

The central path was the most common choice for people cycling through the park, as shown below.

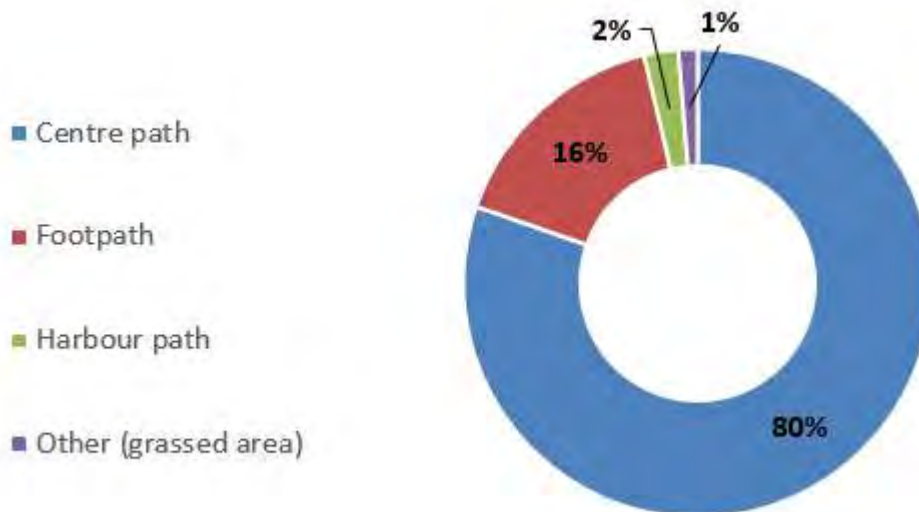


Figure 6: Cycling routes through Cog Park during survey period

There were eight possible options for the bike path through or around Cog Park which the project team has considered. These options are outlined below, alongside the decision whether to short-list or not.

Table 2: Options for Cog Park bike path alignment

Option	Progress to short-list?	Reason to discount
1. Around roadside perimeter of park – remove car parking	Yes	
2. Around roadside perimeter of park – encroachment into park	No	Too much damage to mature pohutukawa trees, potentially leading to removal
3. Around roadside perimeter of park – move car parking closer to traffic lanes to create space	Yes	
4. Through Cog Park – pave existing shared path	No	Existing path too narrow to safely provide for people on foot and on bikes now and in the future.  Inconsistent with rest of route.
5. Through Cog Park – widen and pave shared path	Yes	



6. Through Cog Park – two-way bike path separated from the existing lime chip path, which becomes a footpath	Yes	
7. Split direction; northbound around perimeter, southbound through Cog Park	No	Not clear for park users, or people walking/cycling through
8. Around coastal perimeter of park	No	Indirect route  More disruptive to Cadet Centre etc operations

The short-list of options was then considered by the wider project team in April 2021 and it was decided that option 6 would be the preferred option to take to public consultation. This was with the expectation that it could be designed in a way that would encourage people to ride slower than on other sections of the route.

Isthmus was tasked with preparing a suitable design for this option. Their objectives were to come up with a design that:

- encourages people cycling or scooting to ride at a reduced speed (under 20 km/h) through the park without discouraging them from riding the path at all
- uses surface treatment and markings to highlight conflict areas where the bike path crosses a footpath
- considers the layout of pohutukawa trees and their impact on the bike path and footpath
- considers natural stormwater treatment such as rain gardens and swales.

Final designs will depend on cost and how easy or feasible it is to construct, as well as input from the public during the consultation phase.

## ***Patent slip and around***

Evans Bay is a large, sheltered inlet housing Aotearoa New Zealand's first patent slip, which operated from 1873 as the centre of Wellington's large-scale shipping maintenance and harbour infrastructure.

The first large-scale underwater jetty construction in Aotearoa New Zealand, Evans Bay Patent Slip consists of two slipways built in 1873 and 1922 to accommodate the hauling of large ships onto land for maintenance and repairs. A remarkable feat of Victorian engineering and early Wellington city's development aspirations, the patent slip was planned in the mid-1860s – responding to a predicted increase in international shipping traffic due to the proposed construction of the Suez and Panama Canals – and operational from May 1873 when the 316-tonne barque Cyprus rode up the slipway for the first time.

A well-used part of Te Whanganui-a-Tara Wellington Harbour, with many hundreds of vessels repaired and maintained at the slipway for just over 100 years until its decommission in 1980; the 200-tonne, 55-metre cradle ran on wheels along tracks to the water, with a larger 62-tonne chain for hauling vessels up and a smaller 8-tonne chain for lowering vessels off the slipway, both on a seven-cogwheel winch powered by two 25-horsepower steam engines. The former heavy maritime industrial complex that had developed around the slip: the winch houses and boiler rooms, associated dwellings, store, mess-room, inspector's office, carpenter's shop, and blacksmith's shop have all since been demolished, with a high-density residential area developed on the hill above, by Kainui Reserve.

Remnants of the two timber jetties and the two concrete slipways and iron railings are still visible inclining out of the sea and continue on the far side of the road. A row of timber posts indicating the line of the No. 1 slipway (with interpretation panels on them) and the main cog of the No. 1 slipway engine, a reinstated feature of the interpretation, along with two dollies that used to run on the rails, evoke the huge scale of the slip operations.

Even in its vestigial form, Evans Bay Patent Slip is recognised for its maritime, engineering and historical significance on local, national and international levels: Heritage New Zealand Pouhere Taonga has listed the site as a Category 2 for its historic significance;

the New Zealand Archaeological Association has the site listed under R27/140; the Greater Wellington Regional Council has protections over the No. 1 and No. 2 slipways (within the Coastal Marine Area) and the remaining piles and jetty; and Wellington City Council has protected the land-based Evans Bay Heritage Area and structures under the current District Plan.



Figure 7: Aerial imagery of patent slip area

The Council is intending to remove part, or all, of the patent slip No.2 jetty for health and safety reasons.

The area's known Māori history is relatively sparse. There is evidence of settlement on the ridge lines above the patent slip, predating the arrival of Taranaki Whānui. Early maps show an unnamed pā roughly where the present day Kainui Reserve is situated. However, there is no evidence of occupation along the beaches. This may be because prior to the 1855 earthquake the beach was not wide, and the prevailing winds hit the area more than they do the eastern side of the Miramar Peninsula where there were beachside



settlements. The area would have been used for food gathering to support the pā on the ridge lines.

The colonial-era construction of the patent slip from the beach inland and from the beach into the sea would have had some impact on Māori. From the beach into the sea there would have been disturbance of a food gathering area but one that had already been unsettled by the 1855 earthquake.

There is no written interpretation on the seaward (eastern) side of the road, although the rails of patent slip No.2 are visible on the footpath, as pictured below. Unfortunately, the footpath is substandard where it intersects with the slipway and this is something we want to address as part of the project. The location of the rails of patent slip No.1 is represented by a line of tactile markers.



*Figure 8: Footpath over patent slip No.2*

We recognise this area as being a key location for investing in creating an attractive and inviting place. As part of this project, we propose to create a more desirable space here for people to linger and find out more about the history of the patent slip and the wider area, or to simply enjoy the harbour views. The improvements will include:

- interpretation (through artistic treatment and/or information panels)
- paving or decking to make the space more attractive and accessible

- new seats
- bike and e-scooter parking
- wayfinding to direct people across the road to see more of, and learn more about, the patent slip
- landscaping
- other possible amenities including drinking fountains and rubbish bins.

The image below demonstrates what might be possible.



Figure 9: Rendered plan illustrating possibilities for patent slip area

We are collaborating with Te Aro Pā Trust and Port Nicholson Block Settlement Trust to understand more about mana whenua history in the area, and how this can be included in the design.

Improvements of the patent slip and dog park areas on the hill side of the road are out of scope for this project. However, wayfinding or other such treatments on the seaward side will encourage people to cross the road and explore the rest of the patent slip area.

## ***Greta Point***

Greta Point has changed considerably in the last 20 years. It is a mixture of residential and commercial development and is home to NIWA's Wellington office and research facility. Most of the businesses and organisations we met with are based at Greta Point. Because of the changing land use, there is much more activity in the area than previously. Reducing speed limits was out of scope for this project, but we do propose to implement a 'Slow Zone'. This will be similar to the one recently implemented on The Esplanade at Island Bay. It is a reminder to motorists to reduce their speed as they travel through a more built-up area, and that they can expect to see more people.



*Figure 10: Island Bay example of a 'Slow Zone' - road marking and signage*

There will be three raised pedestrian crossings through the Greta Point 'Slow Zone' to reduce speeds and enable people to cross more easily from one side to the other.



The area is of contemporary significance for Taranaki Whānui. Te Aro Pā Trust has its papakāinga housing located at Greta Point. Descendants of Taranaki Whānui settled at Te Aro Pā at what is now the northern end of Taranaki Street. By a land swap they gained land at Waimapihi/Polhill Gully. Eventually what was left was a holding which was swapped with the Council. In return, land at Greta Point was received land at Greta Point. Here, a papakāinga has been built, to house descendants of Taranaki Whānui.

DRAFT

## Design considerations

### Widths

The widths of different elements of the project are outlined in the overall Design Report (2017). The table below is from that report.

Element of Design	Design Dimensions	Recommended Dimensions from Design Guidance		
		Absolute Minimum	Desirable Minimum	Guidance
Footpath	Seaward side: 1.8–5.6 m	1.8 m	2.0 m	WCC
	Hill side: 1.2 <sup>3</sup> –2.1 m	1.5 m	2.7 m	NZTA (PPDG)
		1.5 m	2.0 m	Austroroads
Cycle path (two-way)	2.0–3.0 m	2.5 m	--	WCC
		2.0 m	2.5 m	Austroroads
		3.0 m	3.5 m	CCC
Buffer zone (to traffic lane)	0.3–0.5 m	0.6 m	--	WCC
		0.6 m	1.0 m	Austroroads
		0.85 m	1.0 m	CCC
Buffer zone (to parallel parking)	0.8–1.5 m	1.0 m	1.2 m	WCC
		--	1.0 m	Austroroads
		0.85 m	1.0 m	CCC
Traffic lane	3.3–3.8 m; allowing for widening around curves	--	3.5 m	WCC
		--	3.5 m	NZTA
		3.3 m	3.5 m	Austroroads
Parallel parking	Typically 2.1 m	--	2.5 m	WCC
		2.0 m	2.5 m	NZTA
		2.1 m	2.5 m	Austroroads
Bus stop	Bus box width: 2.5 m Bus box length: 15 m Lead-in length: 9 m Lead-out length: 5 m	Bus box width: 2.5 m Bus box length: 15 m Lead-in length: 9 m Lead-out length: 5 m	Bus box width: 2.5 m Bus box length: 15 m Lead-in length: 15 m Lead-out length: 9 m	GWRC <sup>4</sup>
	--	--	Bus box width: 2.5 m Bus box length: 13.5 m Lead-in length: 8 m Lead-out length: 5 m	NZTA

Figure 11: Screenshot of table of widths from Evans Bay Parade Cycleway Design Report 2017

Note that official design guidance may have been updated since these were published. Exceptions or deviations from these widths are described below.

## **Footpaths**

The minimum footpath width of 1.8m is the width available to walk without obstruction. Obstacles such as street lighting and power poles are outside of what is considered walkable footpath.

There are some locations where the minimum width of 1.8m is not sufficient:

- outside Marrakech Cafe, where they put out tables and chairs, and where there is currently a streetlight pole and bike parking. It is a place where people may potentially linger as they meet others or wait for takeaways



*Figure 12: Marrakech Cafe where wider than minimum footpath width required*

- Hataitai Beach public toilets and changing rooms, which are very popular during summer. Extra space is needed here for people to linger and cross the road, as well as possible bike parking.





Figure 13: Hataitai Beach where wider than minimum footpath width required

- outside Sea Scouts Hall, where it can be busy with lots of young people congregating before and after meetings and activities. Extra space would also be required for bike parking.



Figure 14: Sea Scouts Hall where wider than minimum footpath width required

### **Bus stop dimensions**

National guidance on bus stop dimensions has changed. This is discussed more in the section on bus stops.

## Vehicle tracking

As part of the concept design work, we have checked the tracking of large vehicles along Evans Bay Parade. The tracking vehicle used is a 17m-long semi-trailer truck travelling at 30km/h. Evans Bay Parade is an important route for heavy freight vehicles as the Mt Victoria Tunnel is too small and cannot take vehicles carrying dangerous goods. To enable this size of vehicle to travel along Evans Bay Parade without crossing the centre line at 30km/h, a standard traffic lane width of 3.4m is required. At pinch points this can be reduced to 3.2m, and around corners traffic lane widths will be wider to accommodate turning movements.

Evans Bay Parade is also an over-dimension (OD) and heavy haulage route. It is the only such route servicing the southern and eastern suburbs. OD routes require 11m of clear road width and 6.5m of clear height to transport buildings (road signs must be easy to remove temporarily).

## Driveways

There will be eight driveways intersecting with the bike path and footpath once this project is completed. There are currently seven active driveways and one inactive driveway, which is no longer required and will be removed as part of the project. The extra driveway will be constructed as part of NIWA's campus redevelopment.

Table 3: Driveways along project route

Driveway #	Location	Address	Entry / exit?	Usage (guess)	Type of usage	Particular issues
1	Future NIWA staff car park	291-295 EBP	Entry and exit	100+ vehicles per day	Staff/ visitor parking, mainly light vehicles	New driveway
2	Existing NIWA driveway and future access driveway for delivery etc only	291-295 EBP	Entry and exit	Current: 100-200 vehicles per day Future: 30-40 vehicles per weekday	Current: mix of staff/visitor parking (light vehicles) and larger delivery vehicles	Visibility issues, large vehicles

3	Northern Greta Point Apartments driveway	305 EBP	Entry and exit	About 150 vehicles per day	Residents, mainly light vehicles	Visibility issues
4	Southern Greta Point Apartments driveway	305 EBP	Entry and exit	About 150 vehicles per day	Residents, mainly light vehicles	Major visibility issues raised by road safety audit
5	Cog Park Cadet Centre	391-393 EBP	Entry and exit (single lane)	Less than 20 vehicles per day	Cadet Centre members. Controlled by bollards for which a key is required. Also used by people parking informally near jetty (this will not be permitted in future).	Shares drop kerb with adjacent zebra crossing
6	Evans Bay Yacht Club	447 EBP	Entry and exit	Less than 100 vehicles per day (higher on event days)	Vehicles towing trailers	Major visibility issues due to closeness of on-street parking, and steepness of driveway. Re-design required at detailed design phase.
7	Boat ramp	461 EMP	Entry and exit	Less than 100 vehicles per day (higher on event days)	Vehicles towing trailers	Visibility issues due to closeness of on-street parking.
8	Marina	497-517 EBP	Entry and exit	Less than 100 vehicles per day (higher on event days)	Vehicles towing trailers, caravans, and campervans	Provides access to marina and freedom camping site.
9	Coastguard (unused)		NA	0	NA	Not currently used and not required for future use. Will



						be designed out and removed as part of project.
--	--	--	--	--	--	---

These driveways are low-to-medium-level use and pose a risk to people using the existing shared path. This project presents an opportunity to reduce the risk for people on foot through this section of Evans Bay Parade by improving visibility from driveways. For people on bikes, which are moving at a faster speed than pedestrians, a separated path that is not directly adjacent to the driveways will give drivers more time and space to give way. We will incorporate best practice design<sup>3</sup> for the driveways so the visibility is as good as it can be for all users within the constraints of the space, and people walking and cycling clearly have right of way. The image below is from the Waka Kotahi Design Guidance Note on high-use driveway treatment for cycle paths and shared paths.



Figure 15: Recommended bike path treatment across driveways

However, even with these physical treatments, there may still be some conflict as motorists will likely have to partially wait on the bike path while looking for a gap to enter the traffic flow. It is unrealistic for drivers to be able to spot a gap and react to it in time from behind the footpath when exiting a driveway, even with good levels of visibility. It should be a rarity that a vehicle would entirely block the bike path for a long period of time. We have designed the paths such that most vehicles will not block the whole bike path while waiting for a gap, still allowing riders to get past, as illustrated below.

<sup>3</sup> <https://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-06.pdf>

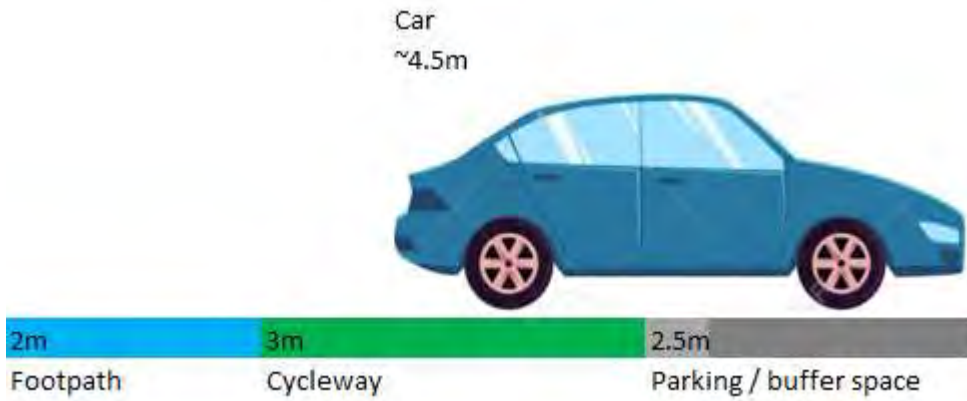


Figure 16: Exiting car from driveway position over bike path

## Visibility

We have followed the Road Traffic Standards (RTS) 6: Guideline for Visibility at Driveways<sup>4</sup> to determine the minimum level of safe visibility from driveways. There are three elements important to determining safe visibility: driveway usage, road classification, and operating speed. Table 4 below demonstrates how this has been considered for the Evans Bay Parade driveways.

Table 4: RTS6 guidelines as applied to Evans Bay Parade Stage 2 (NIWA to Cobham Dr)

	RTS 6 guideline	Evans Bay Parade situation
Driveway usage	Driveways with more than 200 vehicle movements per day on average are considered high use.	No formal measurements have been undertaken, but it has been assumed that all driveways have less than 200 vehicle movements per day on average and have therefore all been considered low use.
Road classification	The higher the road classification, the greater the visibility requirements.	Evans Bay Parade is an arterial road. For visibility purposes, it is appropriate to treat as a collector road, as the driveways are low use.
Operating speed	85 <sup>th</sup> percentile speed	The speed limit is 50km/h while the 85 <sup>th</sup> percentile speed at two locations is 45-48km/h.  However, we have decided to consider the target design speed which is 40km/h. Thus

<sup>4</sup> <https://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-06.pdf>

		the desirable sight distance between driveways and traffic lanes is 35m.
Presence of obstacles	RTS6 considers that parking can be ignored for low-use driveways, and only permanent obstacles be considered.	Parking occupancy rates post-project are expected to be very high, therefore parking is considered an obstacle. Bus stops however are not considered in determining visibility.

There are two aspects to measuring visibility: sight distance and lines of clear sight. Sight distance measurement is the stopping distance for a vehicle to see and react to a vehicle entering or waiting to enter a driveway. These are the lines AC and BD in the diagram below.

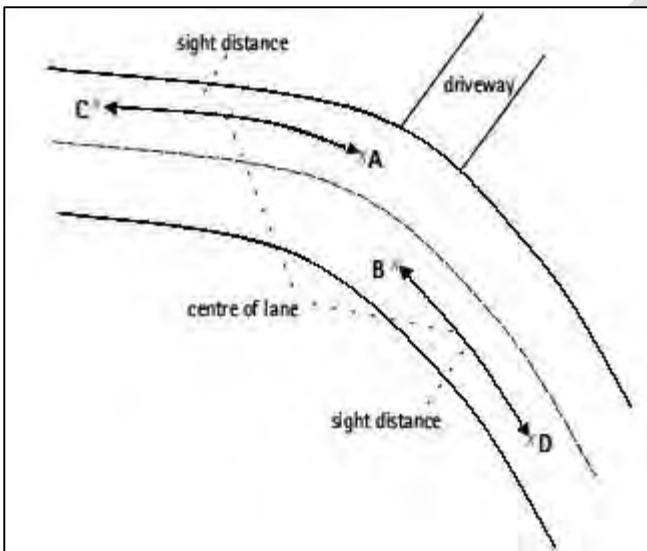


Figure 17: Sight distance measurement from RTS6 guidelines

Lines of clear sight is the distance between the driver waiting to exit a driveway and a travelling vehicle on the road they are entering. These are the lines CE and DE in the image below.



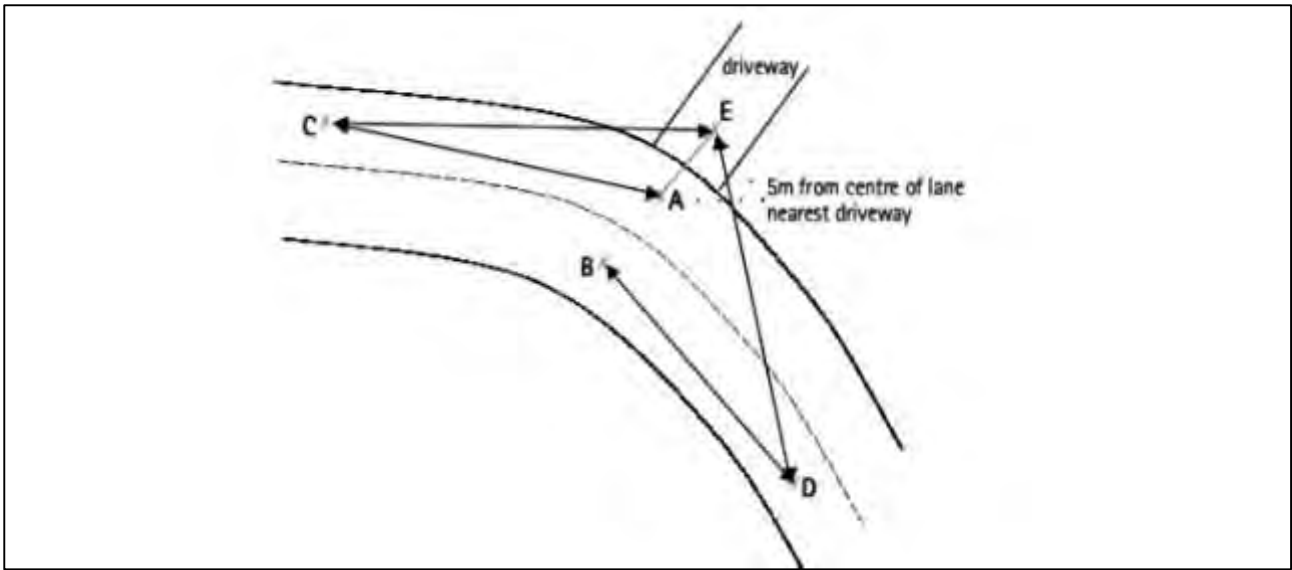


Figure 18: Lines of clear sight measurements from RTS6

There will be no parking within the lines of clear sight as measured above. That means that there will be no parking intersecting the CE and DE lines. These measurements are important in some driveway locations as they determine the amount of on-street car parking that can be provided.

**Bike path and footpath visibility**

RTS6 was published in 1993 and does not consider separated bike path treatment. We have determined that as well as considering visibility between the driveways and the traffic lanes, we also need to provide sufficient visibility between the driveways and the bike path and the footpath. We have determined those distances based on advice from Auckland Transport.<sup>5</sup>

Table 5: Bike path and footpath sight distances

Desirable sight distance between driveway and....	Bike path	Footpath
	25m	2.5m x 5m splay

Figure 17 shows the preferred visibility splay from driveways to the footpath. Given the splay is largely within private land, this project has a limited amount of influence.

<sup>5</sup> Advice provided 29 March 2021

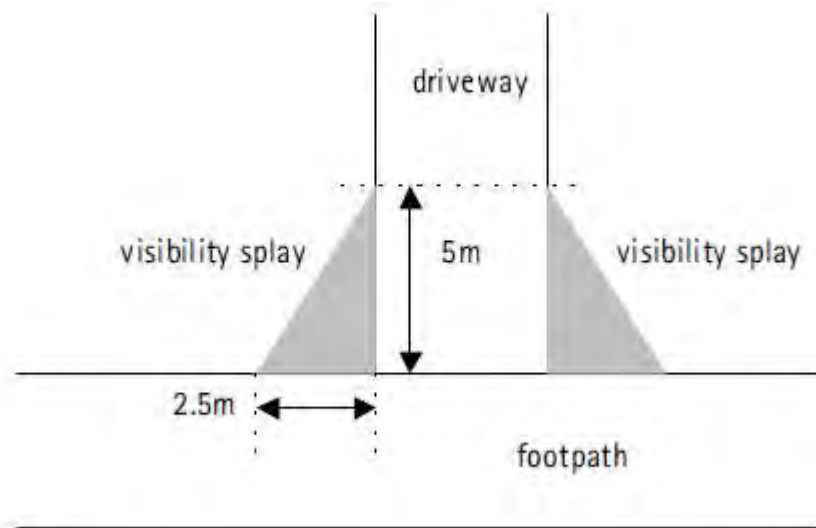


Figure 19: Visibility splay required for driveway to footpath visibility, RTS6 guidelines

At some driveway locations, the visibility is poor due to walls or vegetation on private land. We will work with property owners to address these issues if possible or necessary.

### **Western side of Evans Bay Parade**

There are current visibility issues along driveways and intersections along Evans Bay Parade. We do not propose to fix existing visibility issues on the western (hill) side of the road, but the proposed changes are not expected to make any visibility problems worse.

### **Bus stops**

#### **Bus stop spacing**

It is an objective of Greater Wellington Regional Council (GWRC) to provide a high quality, high frequency core public transport network that improves journey times and reliability<sup>6</sup>. An intervention to help achieve this is to optimise service levels and spacing of bus stops in relation to demand. The Wellington Regional Public Transport Plan (RPTP) states as a Service Delivery Threshold to have public transport within a 5-10 minute walk of passengers.

<sup>6</sup> <http://www.gw.govt.nz/assets/Uploads/J001366-Public-Transport-Plan-v5-web.pdf>

Waka Kotahi is preparing national guidance which includes advice on bus stop spacing. This guidance, not yet published, states that the most efficient spacing between bus stops has some overlap between walking catchments. Bus stops too close together will reduce the operating efficiency of the bus, increase bus travel times, and cost more money to maintain. The ideal stop spacing is usually close to twice the distance passengers are willing to walk to the bus stop, meaning most people will be within easy walking distance of one or the other. This translates to roughly 400-800 metres between public transport stops. Note that people are willing to walk further for a higher quality service.

As part of the project, in collaboration with GWRC, we propose to undertake some bus stop rationalisation. Rationalisation is the removal of bus stops that are considered to be too close together and allows us to make sure that the remaining bus stops are best positioned to serve the surrounding catchment of bus users. This also allows the Council to ensure that the remaining bus stops are fit for purpose, being fully accessible for buses and bus users as well as having appropriate customer facilities at each bus stop. We propose removing three pairs of bus stops: essentially every second pair. This plan for bus stops has been developed in collaboration with GWRC, which has responsibility for public transport. Ultimately this rationalisation will contribute to a faster and more reliable bus service on this route as well as ensuring that the remaining stops provide a higher level of service for users.

There is one bus route operating along Evans Bay Parade, the number 24 Johnsonville to Miramar Heights route. This service operates every 15-30 minutes at peak times, every 30 minutes weekday off-peak, and every hour at the weekends.

There are currently seven bus stop pairs between Greta Point and Cobham Drive. Figure 23 below shows the average daily boardings and alightings at each bus stop pair.<sup>7</sup>

---

<sup>7</sup> Data from May 2019



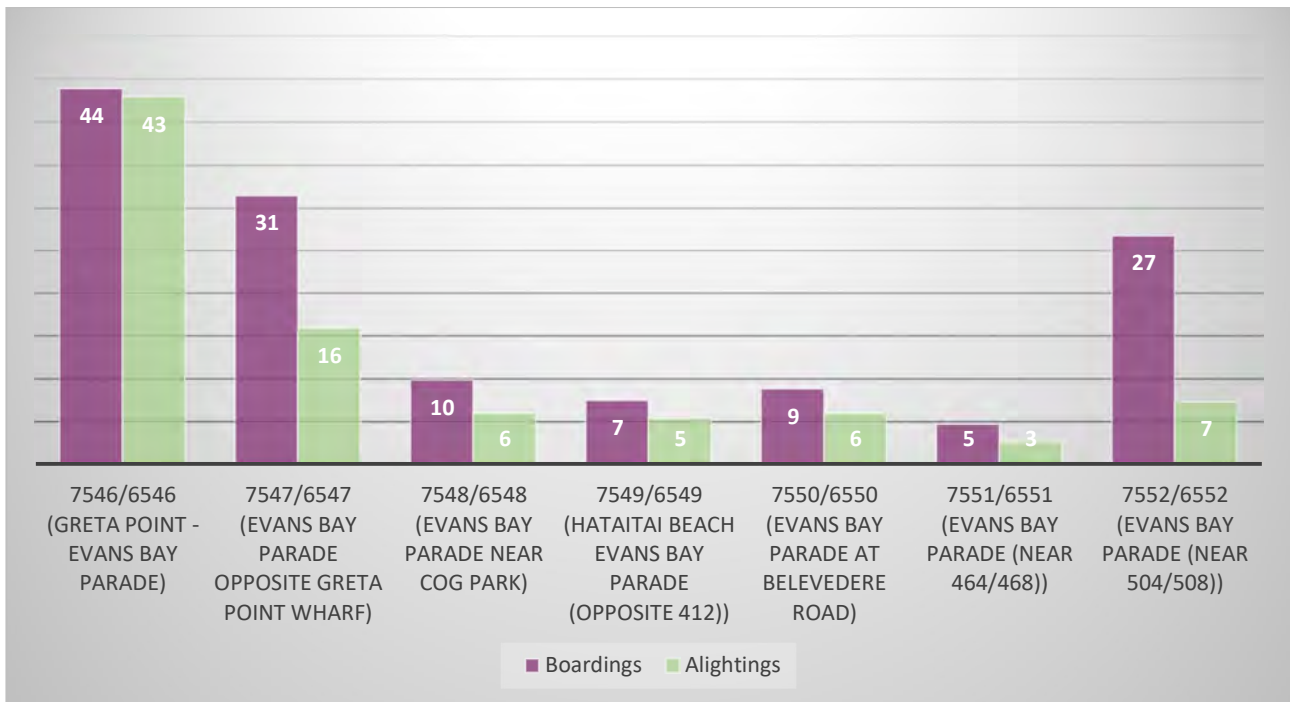


Figure 20: Bus patronage between Greta Point and Cobham Drive

The table below lists the northbound bus stops, and the proposed distances between them before and after project completion.

Table 6: Northbound bus stops

Bus stop no	Bus stop description	To be removed? (Y/N)	Current distance to next stop (m)	Proposed distance to next stop
7552	Evans Bay Parade (near 504)	N	225	435
7551	Evans Bay Parade (near 468)	Y	160	NA
7550	Evans Bay Parade at Belvedere Road	N	280	510
7549	Hataitai Beach (opposite)	Y	230	NA
7548	Cog Park (opposite)	N	260	420
7547	Evans Bay Parade opposite Greta Point Wharf	Y	160	NA
7546	Greta Point (near 310)	N	607	No change

The next table lists the southbound bus stops, and the proposed distances between them before and after project completion.

Table 7: Southbound bus stops

Bus stop no	Bus stop description	To be removed? (Y/N)	Current distance to next stop (m)	Proposed distance to next stop
6546	Greta Point - Evans Bay Parade	N	240	400
6547	Evans Bay Parade (near 331)	Y	160	NA
6548	Evans Bay Parade near Cog Park	N	330	565 <sup>8</sup>
6549	Evans Bay Parade (opposite 412)	Y	235	NA
6550	Evans Bay Parade opposite Belvedere Road	N	145	460
6551	Evans Bay Parade (opposite 464)	Y	275	NA
6552	Evans Bay Parade (opposite 508)	N	489	No change

The image below shows the current and rationalised five-minute walking catchments<sup>9</sup> for all northbound bus stops along Evans Bay Parade. The darker areas represent the overlap in catchments; that is the areas where people can access more than one bus stop within a five-minute walk. Removing stops #7547, #7549 and #7551 results in less overlap and bus stop spacing which more closely aligns with GWRC guidelines.

<sup>8</sup> Note that this distance reflects the distance using the road-adjacent footpath. The distance via Cog Park is slightly shorter.

<sup>9</sup> Average walking speed varies according to slope and intersections

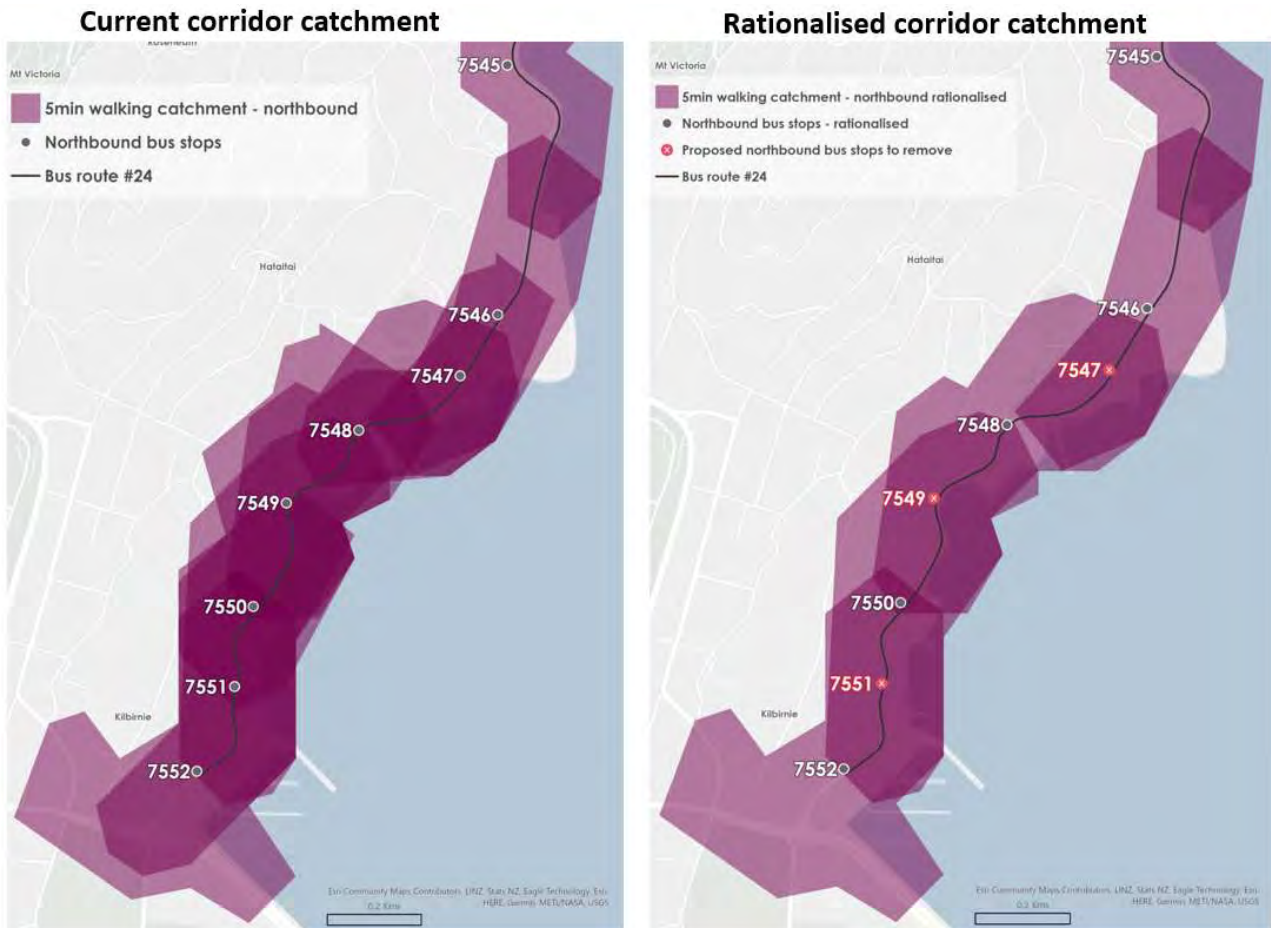


Figure 21: Current and proposed bus stop five-minute walking catchments for northbound services

The image below shows the current and rationalised five-minute walking catchments<sup>10</sup> for all southbound bus stops along Evans Bay Parade. The darker areas represent the overlap in catchments; that is the areas from where people can access more than one bus stop within a five-minute walk. Removing stops #6547, #6549 and #6551 results in less overlap and bus stop spacing which more closely aligns with GWRC guidelines.

<sup>10</sup> Average walking speed varies according to slope and intersections



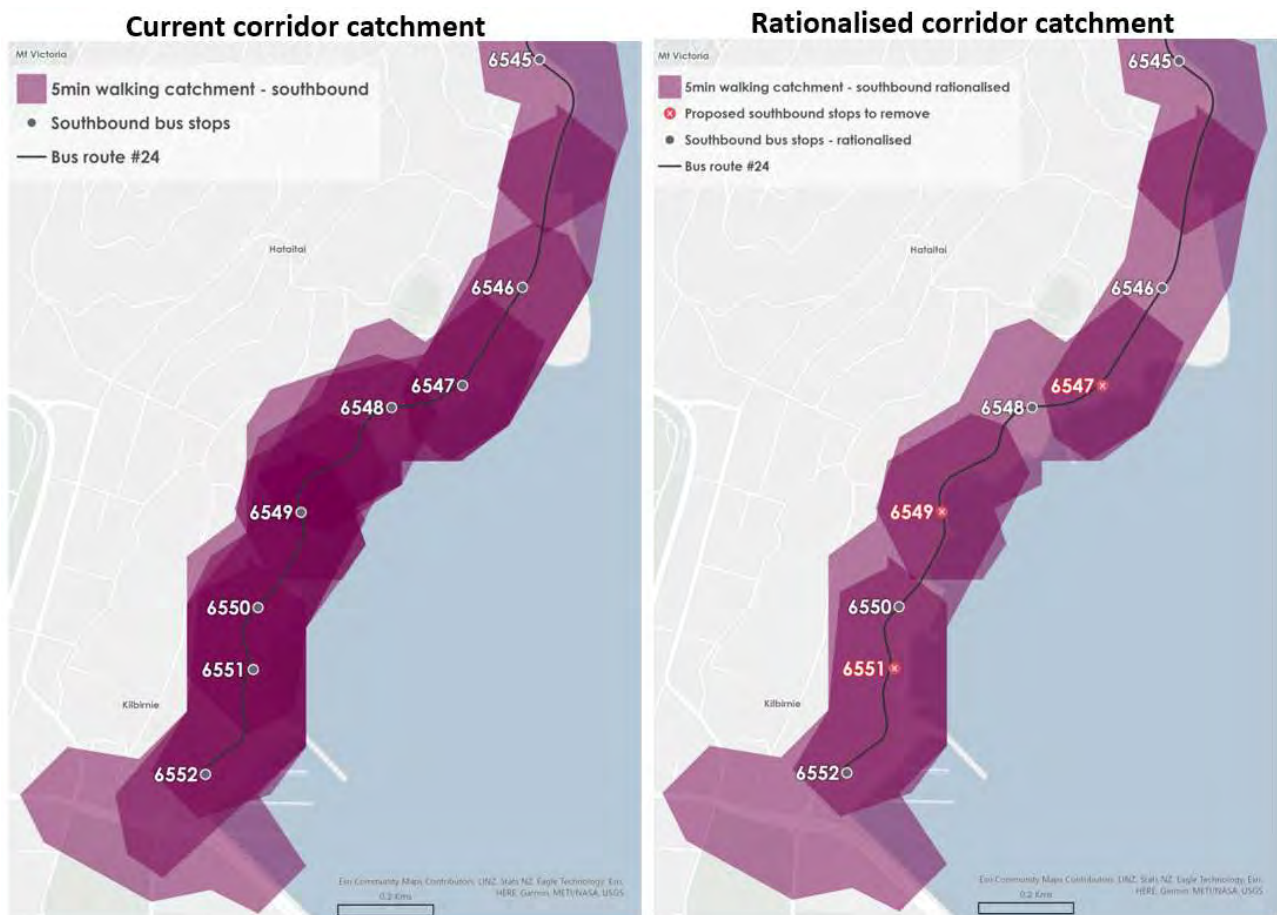
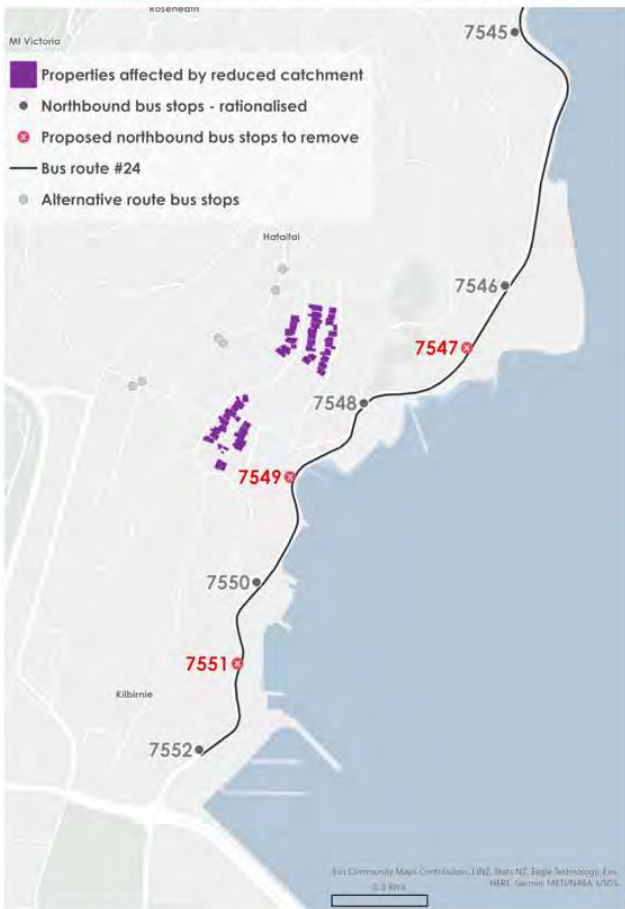


Figure 22: Current and proposed bus stop five-minute walking catchments for southbound services

Removing bus stop pairs 7547/6547, 7549/6549 and 7551/6551 results in approximately 55 properties falling outside a five-minute walk time to the nearest bus stop on route number 24.<sup>11</sup> However, all these properties are within a five-minute walk of an alternative bus stop on route number 14 (Kilbirnie – Hataitai – Wellington).

<sup>11</sup> Note that there are more households affected by northbound bus stop removal due to slope. It is quicker to walk downhill, therefore more properties are affected. This assumes possible passengers from these households are using the bus to go into the city centre, rather than towards Miramar.

### Northbound – affected walking catchment



### Southbound – affected walking catchment



Figure 23: Properties outside five-minute walking catchment of route #24 following bus stop removal

## Bus stop design

We propose to improve remaining bus stops by ensuring that they have the correct dimensions, and entry/exit tapers. This will ensure that drivers can access the kerb, making passenger boarding and alighting much easier and safer.

Waka Kotahi’s draft bus stop design guidelines suggest the following dimensions for standard bus stops.

Table 8: Bus stop design dimensions

	Length
Bus box width	2.5m
Bus box length	15m
Lead-in length	15m
Lead-out length	9m

### ***Bike path interaction with bus stops***

The designs will incorporate the latest Public Transport Design Guidance, currently being prepared by Waka Kotahi. At least 1.2m of buffer space will be provided between the bike path and where the bus stops, allowing for passengers to board or get off the bus.

### ***Bus shelters***

Decisions about bus shelters and their location have yet to be made. At the detailed design stage, we will work with GWRC in considering the installation of a bus shelter at each of the remaining bus stops, prioritising those in the northbound direction.

### ***Pedestrian crossings and one pedestrian/cycle crossing***

Currently, there are two pedestrian crossings between Greta Point and the Cobham Drive intersection. There are two pedestrian refuges through Greta Point.

We propose to convert all crossings to raised pedestrian crossings. This is to reduce vehicle speeds and make it safer and easier for people to cross this busy road. This is particularly pertinent through Greta Point where there are more people on foot.

Through Greta Point, we propose to remove the central flush median to create space for the two-way bike path. This means there will be no room for a pedestrian refuge, which also necessitates the provision of pedestrian crossings.

It is noted that raised platforms can create noise for residents and be uncomfortable for drivers and passengers. Given the arterial classification of this road, platforms will be designed accordingly. They will not be too high or with too sharp an angle. This will be assessed more closely during the detailed design stage.

Visibility is a crucial factor in implementing pedestrian crossings. Evans Bay Parade is a winding road where visibility is poor in places. Waka Kotahi's Pedestrian Planning and



Design Guidance<sup>12</sup> outlines the minimum sight distance for vehicles approaching a pedestrian crossing. The minimum sight distance is met in all directions on all crossings for the 40km/h design speed.

Table 9: Approach sight distance to pedestrian crossings

Speed	Approach sight distance (assuming reaction time of 1.5s)
40km/h design speed	30m
50km/h speed limit	40m

### **Pedestrian crossing 1: 302 Evans Bay Parade**

It is proposed that the pedestrian refuge located here will be replaced by a zebra crossing raised to about footpath height.

The crossing serves the busiest bus stop pair on Evans Bay Parade. It will also make it easier for people to get safely across the road to the day care facilities, and for these centres to take children on excursions on the seaward side, which is difficult for them now.

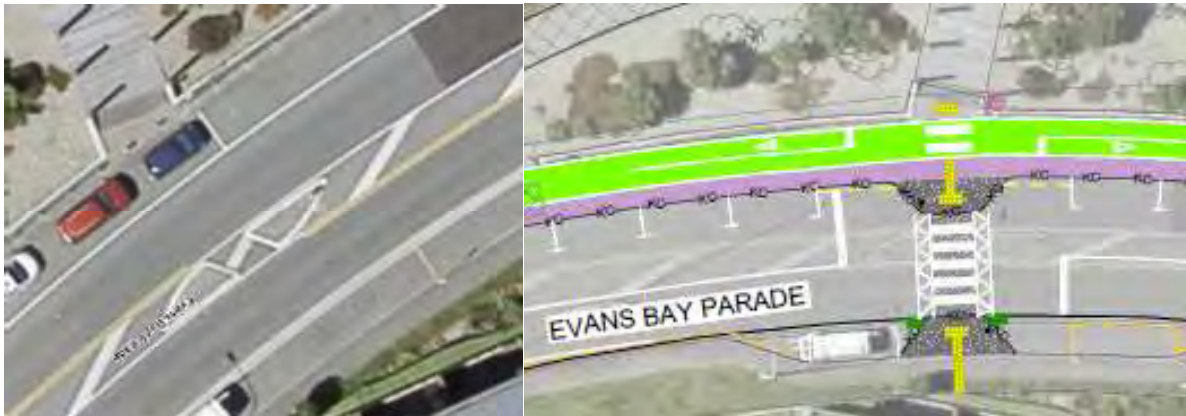


Figure 24: Existing pedestrian refuge and proposed pedestrian crossing at 302 Evans Bay Parade

<sup>12</sup> <https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-15.pdf>

### ***Pedestrian crossing 2: 326 Evans Bay Parade***

It is proposed that the pedestrian refuge located here will be replaced by a zebra crossing raised to about footpath height. Car parking spaces will have to be removed to make space for a safe crossing and kerb buildouts.



*Figure 25: Existing pedestrian refuge and proposed pedestrian crossing at 326 Evans Bay Parade*

A pedestrian crossing at this location will enable people to safely cross the road. This will benefit people using the bike path and the footpath, and people who have parked their cars on the eastern side. The crossing will be an improvement for people of all ages and abilities and will connect to a new ramp down to the water's edge. This ramp will replace the existing steps.

This is the only crossing where the minimum sight distance for the 50km/h speed limit cannot be met. Therefore, raising the crossing to about footpath height is particularly important at this crossing, and the third crossing at the patent slip to help reduce speeds.

### ***Pedestrian crossing 3: Patent slip area***

The pedestrian crossing here connects Cog Park to the dog park and the patent slip heritage and reserve area and interpretation panels. It is proposed to raise this crossing to about footpath height to reduce vehicle speeds.



Figure 26: Existing pedestrian crossing connecting Cog Park to dog park and patent slip

This crossing currently shares a kerb ramp with the Cadet Centre driveway, which is not best practice, although the driveway is low use. It is also a tricky location due to it being where the bike path and footpath come together again. We have explored solutions, as outlined in Table 7.

Table 10: Options for patent slip pedestrian crossing

	Option	Pros	Cons	Indicative cost
1	Remove pedestrian crossing	Simplifies design	Reduced level of service for pedestrians. Reduced safety as people visiting dog park are more likely to cross using flush median.	\$
2	Alter driveway position, leave pedestrian crossing in same place	Separates pedestrian crossing from driveway	Awkward manoeuvring for vehicles using driveway. Makes using this area more difficult (and possibly less safe).	\$\$
3	Leave pedestrian crossing and driveway in current location	Given relatively low use of driveway and pedestrian crossing, there may not be a great need to separate	Not best practice	\$
4	Build out kerb and move pedestrian crossing behind the bus stop,	Possibly the most effective solution	Most expensive option. Negative perception of in-lane bus stops (but we have them elsewhere and	\$\$\$



which can be brought into an in-lane position		they are expected to become more common citywide and bus stop is relatively low-use	
---	--	---	--

With the designers and traffic engineers we have agreed that for now, at concept design stage, option 3 is the best choice. This is subject to public consultation and further development at detailed design stage, where option 4 is likely to be looked at more closely.

***Pedestrian crossing 4: Hataitai Beach***

The pedestrian crossing here serves people connecting to Hataitai Beach. It is proposed to raise this crossing to about footpath height to reduce vehicle speeds.



*Figure 27: Hataitai Beach pedestrian crossing, existing and proposed*

***Dual pedestrian/cycle crossing 5: Left-turn slip lane to Cobham Drive***

There is currently no safe crossing across the left-turn slip lane from Evans Bay Parade to Cobham Drive. This is despite the high demand from people on foot and those on bikes. We propose to construct a dual pedestrian/cycle crossing across the slip lane to improve walking and cycling access from the path to Kilbirnie and Hataitai.



Figure 28: Evans Bay Parade slip lane into Cobham Drive, existing and proposed

## **Sea walls and retaining walls**

The seawalls and retaining walls bordering the marina, boat ramp, Yacht Club and boat sheds were inspected by Robert Bird Group (RBG) in January and February 2021. The resulting Structural Assessment Report found most of the walls are in an average to poor condition. Their condition could be exacerbated by the heavy machinery likely to be used during construction of the walking and biking paths.

During the next stage of design, we will be investigating ways in which remedial work on the walls can occur as part of this project to minimise disruption. This will add complexity and extra planning and construction time to the project.

## **Street lighting**

### **Lighting levels**

A lighting assessment was undertaken along the proposed route in May/June 2021. The subsequent report highlighted some existing issues with lighting that can be remedied immediately, while there were other issues that will need to be taken into consideration at the detailed design stage. This includes issues such as insufficient lighting though Cog Park and on the footpath over the patent slip, and shadowing.

## ***Lighting columns***

Lighting columns may have to be moved to allow more space on the footpath, and new ones may be required. This will be assessed more closely at the detailed design stage.

## ***Accessibility improvements***

Accessibility has been a key consideration in the design process. Accessibility improvements will include:

- a bike path separated from the footpath which will reduce the likelihood of conflict with people cycling or using other wheeled devices
- a separate bike path provides opportunity for those who find cycling easier than walking
- raised pedestrian crossings reduce the level changes required for people to cross the road, and make people using them more visible
- additional pedestrian crossings offer more opportunities to cross the road
- steps near the patent slip will be replaced with a ramp
- improvement to lighting.

## ***Bike parking***

There is currently limited bike parking along Evans Bay Parade, although three racks have recently been installed at Cog Park, adjacent to Hataitai Beach.

As part of the project to improve facilities for people cycling, we propose to install bike parking in locations where there is demand. This includes the patent slip area, Cog Park and Hataitai Beach. Specific locations will be determined during the detailed design stage. We will also offer cycle racks for businesses and other organisations to install on their premises if they wish. Where there is no space on their premises, we will find adjacent space.

In public areas, cycle racks will match the design for the Evans Bay Stage 1 and Cobham Drive projects, as shown below.





**Cycle racks**  
Timber & corten (to match adjacent stages)

*Figure 29: Example of cycle racks especially designed for Evans Bay and Cobham Drive upgrade projects*

### ***Stormwater treatment and rain gardens***

The Council has worked with Wellington Water to identify possible areas for rain garden stormwater treatment. Seven possible areas were assessed for viability, as shown in Figure 29 below.



Figure 30: Map of possible stormwater treatment sites

The areas in pink were initially considered the most viable. However, after further analysis, none were considered feasible due to insufficient space available and low catchment areas.

The project will impact on stormwater. This will be modelled during the detailed design stage. The changes likely to have the biggest effects on stormwater flows are:

- raised pedestrian crossings
- paving of surfaces which are currently pervious, particularly around or through Cog Park.

The detailed design will provide solutions and ensure these changes are sufficiently mitigated.

## ***Arboricultural assessment***

An assessment by an arborist was undertaken in September 2020. The arborist inspected all the trees on or adjacent to the proposed footpath and bike path. Recommendations were made for their protection and management as well as possible transplants. There are over 60 trees or groups of trees along the proposed route. Of those trees, the arborist recommends the removal of eight trees and possible relocation of others. Most trees that it is recommended be removed are self-seeded and growing in retaining walls.

## ***Cog Park***

The arborist inspected the route based on early drawings which showed the bike path going around Cog Park, encroaching into the edge of the park. The arborist advised on the risk of significant damage to two large trees close to the perimeter of the park. These are too large to be transplanted. The project team decided not to progress this option for this reason.

The wider project team subsequently decided to consult on the option to align the bike path through the park. We are not anticipating having to remove the trees that currently line the lime-chip path through the park, but the arborist has advised that they are of an age and size that means they could be easily transplanted if that does prove necessary. We will have to consider the impact of the trees on both bike and footpaths, especially as they grow bigger, potentially damaging the paths with their roots and blocking out natural and artificial light.

## ***Yacht Club and boat sheds***

Several trees have self-seeded in the retaining wall adjacent to the boat sheds and the Evans Bay Yacht Club's slipway. The arborist recommends that these trees be removed because they have damaged the footpath and have possibly damaged the retaining wall. The subsequent structural assessment report (discussed earlier) confirms that the trees are damaging the walls and need to be removed at some stage.



We will replace any trees that we do need to remove in a different location. We will identify alternative locations close to the area where we can plant replacement trees. If tree planting or replanting cannot occur along the route, we will find another suitable location in the city.

### **Ecological assessment**

An ecological assessment was undertaken in January 2021. The purpose of this assessment was to investigate the possibility of ecological impacts of the project. All the recommendations are for appropriate management during construction. There is nothing to consider at the concept design stage.

## **Data**

### **Cycle counts**

A cycle counter is located on the shared path at the southern end of Evans Bay Parade, close to Cobham Drive. This counter was out of action during construction of the Cobham Drive bike path and footpath, so we do not have data for July 2019 to June 2020.

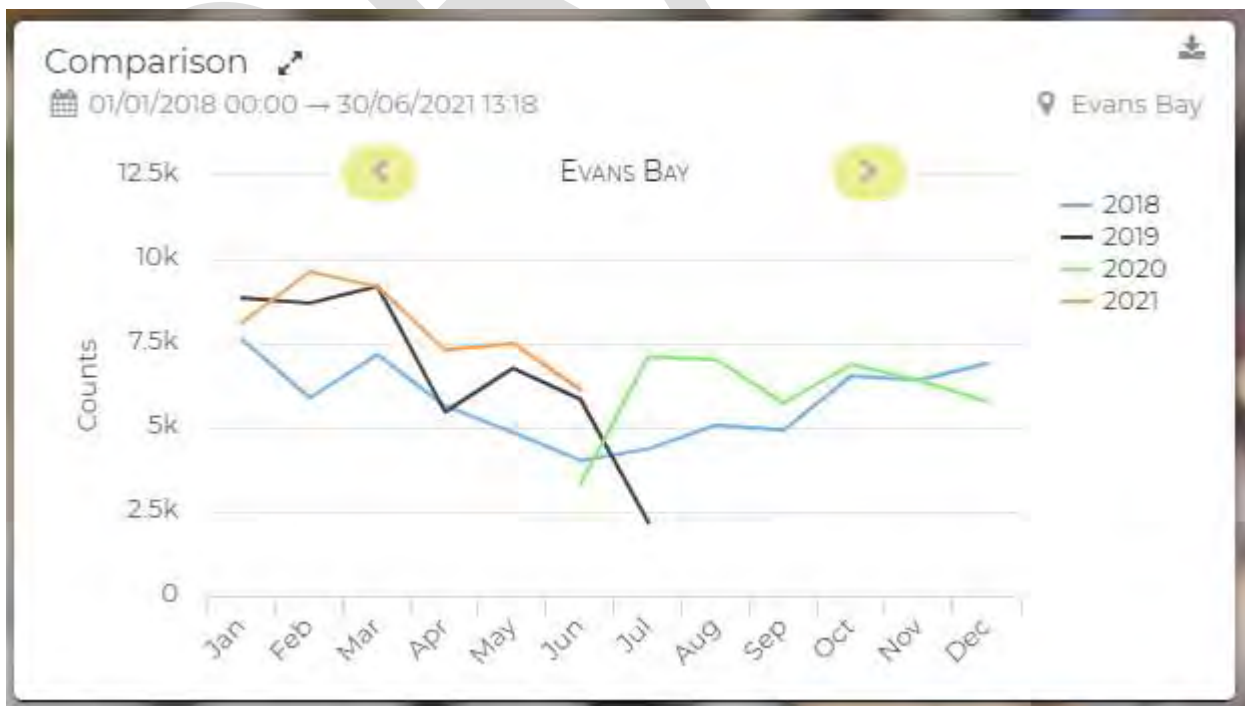


Figure 31: Monthly cycle counts, Evans Bay Parade

Over the three-and-a-half-year period from January 2018 – June 2021, there is a daily average of 217 cycle trips; 283 during weekdays and 221 during weekends. This is just cycle trips on the shared path and does not include on-road cycle trips. Other counts indicate that most cycle trips on this part of Evans Bay Parade occur on-road rather than the shared path.

A count of people cycling on Evans Bay Parade just south of Greta Point was undertaken in March 2017. Results are presented in the Issues Report<sup>13</sup>. The counts show that most cycle trips along this section of Evans Bay Parade are on the road rather than the shared path.<sup>14</sup>

Table 11: March 2017 cycle counts Evans Bay Parade

	Thurs 7am-9am	Thurs 3pm-6pm	Sat 7am-9am	Sat 11am-2pm
Northbound road	111	10	45	44
Southbound road	15	138	97	54
Shared path (both directions)	13	34	11	46
Total	139	182	153	144
Road percentage	91%	81%	93%	68%

These results cannot be directly compared to the automatic counts due to the different location.

Every year, cycle counts are undertaken at the intersection of Evans Bay Parade, Cobham Drive and Wellington Road. Weekday morning peak counts have been steadily increasing over the last ten years, while weekend peak counts have increased slightly over the same period.

<sup>13</sup> <https://www.transportprojects.org.nz/assets/Documents/Evans-Bay-Parade-Draft-Issues-Report-V4-Final-Issue.pdf>

<sup>14</sup> The count was undertaken just south of Greta Point.

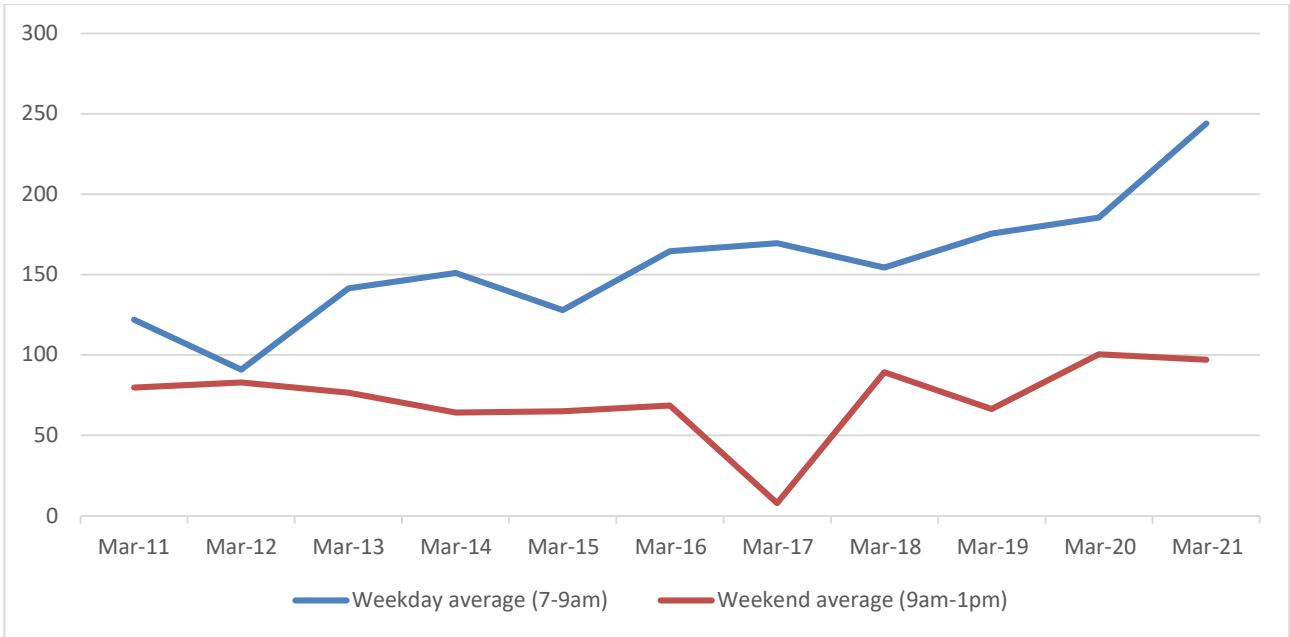


Figure 32: Morning peak average hourly count of people cycling - Evans Bay Parade / Cobham Drive / Wellington Road intersection

### Safety data

Evans Bay Parade between NIWA and Cobham Drive is relatively safe compared to other arterial roads. It has a collective risk rating of medium and a personal risk rating of low-medium according to Waka Kotahi's MegaMaps tool. As of June 2021, there have been no road fatalities on this stretch of road since 1980.





Figure 33: Collective and personal risk on and around Evans Bay Parade

Despite this, vulnerable road users, especially people on bikes, are over-represented in crash statistics. From 2011-2020<sup>15</sup> there have been 54 recorded crashes, 20 of which were injury crashes. 14 of all recorded crashes involved people cycling, while over half of injury crashes involved people on bikes.

Table 12: Evans Bay Parade between Greta Point and Cobham Drive crashes 2011-2020

	Injury crash	All crashes
All road user types	20	54
All crashes involving cyclists	11	14

<sup>15</sup> Retrieved from Crash Analysis System 21 June 2021.

Figure 31 below indicates a relatively even spread of crashes along the route over the last 10 years.

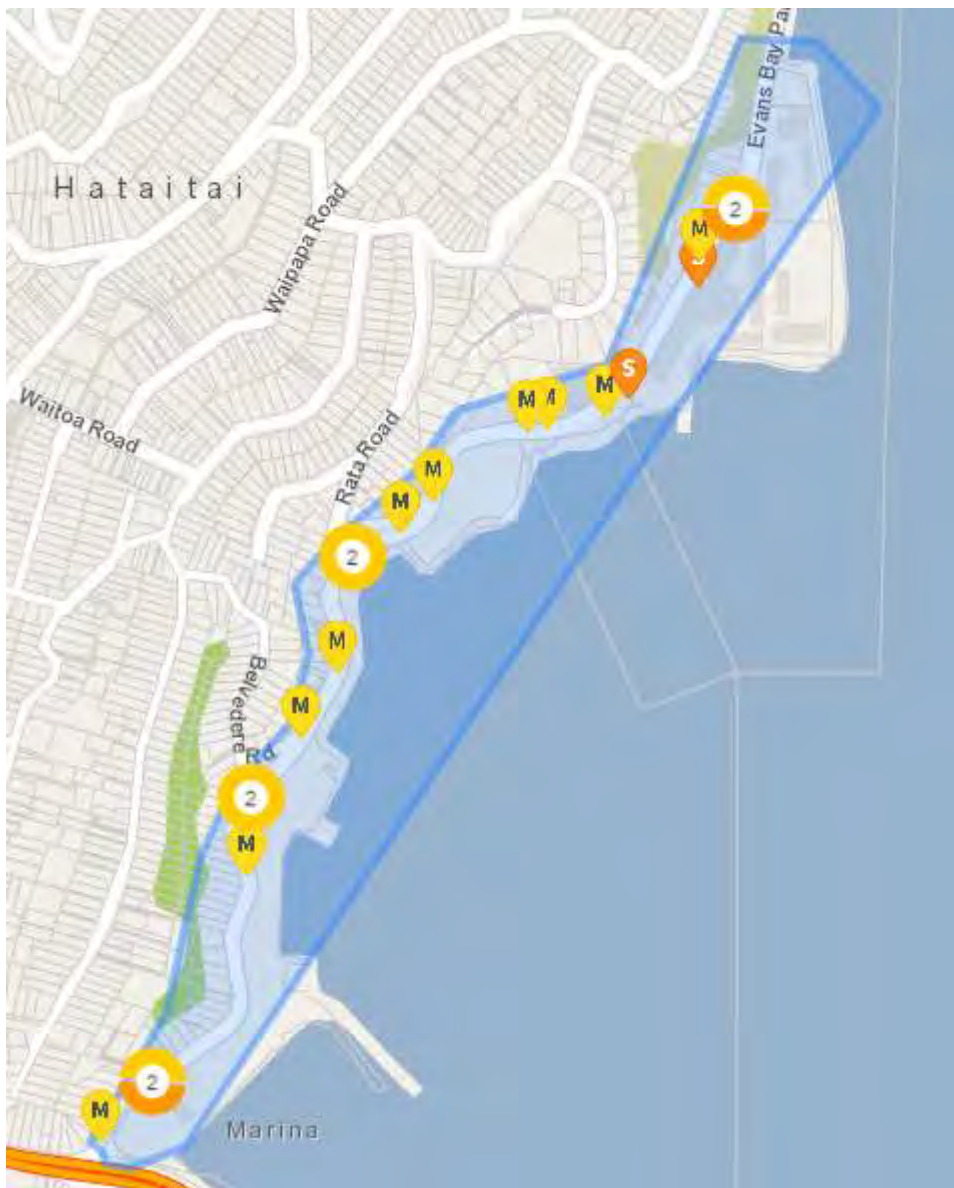


Figure 34: Spread of injury crashes along Evans Bay Parade between Greta Point and Cobham Drive

Over half of all crashes are 'rear end/obstruction' crashes. However, 'pedestrian vs vehicle', 'lost control/head on' and 'crossing/turning' crashes are much more likely to result in injury.

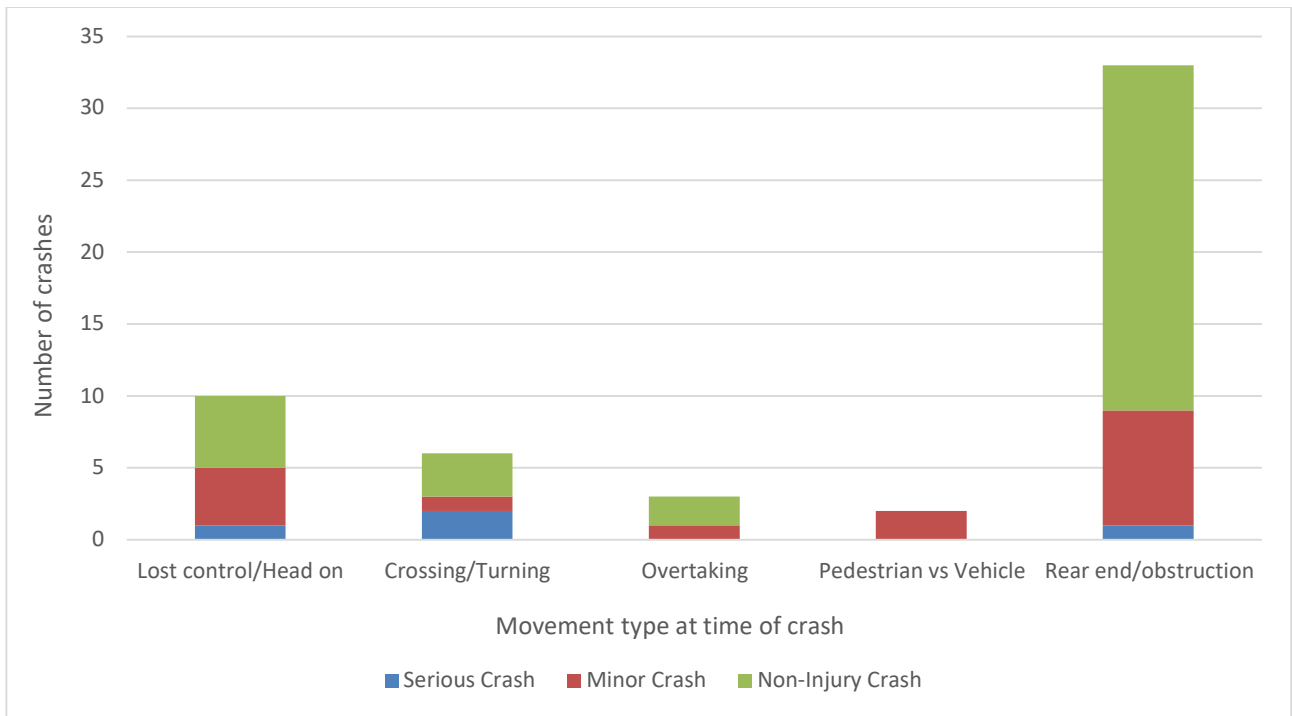


Figure 35: 2011-2020 crash movement types

DRAFT



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

# **Parking Management Plan**

## **Evans Bay Parade Stage 2 (Greta Point to Cobham Drive)**

Introduction .....	3
Parking Policy .....	4
Current parking supply and demand .....	5
On-street parking occupancy .....	5
Off-street parking .....	11
Proposed changes to parking supply and restrictions .....	12
Parking areas.....	12
Public consultation .....	13
Greta Point – Zones 1-5 and 14-18 in Parking Occupancy Survey .....	13
Cog Park – Zones 6-7 .....	18
Hataitai Beach – Zones 8 and 13 .....	20
Adjacent to boat sheds – Zones 9 and 12 .....	22
Adjacent to Yacht Club, boat ramp and marina – Zones 10 and 11 .....	25

# **Parking Management Plan**

**Evans Bay Parade Stage 2 (Greta Point to Cobham Drive)**

Introduction .....	3
Parking Policy .....	4
Current parking supply and demand .....	5
On-street parking occupancy .....	5
Off-street parking .....	11
Proposed changes to parking supply and restrictions .....	12
Parking areas .....	12
Public consultation .....	13
Greta Point – Zones 1-5 and 14-18 in Parking Occupancy Survey .....	13
Cog Park – Zones 6-7 .....	18
Hataitai Beach – Zones 8 and 13 .....	20
Adjacent to boat sheds – Zones 9 and 12 .....	22
Adjacent to Yacht Club, boat ramp and marina – Zones 10 and 11 .....	25

DRAFT



# Introduction

This is a Parking Management Plan (PMP) for stage 2 (Greta Point to Cobham Drive) of the Evans Bay Parade project. The wider project starts at the eastern end of Oriental Bay (near the Carlton Gore Road intersection) and finishes at the Cobham Drive intersection where it connects with the recently completed Cobham Drive bike and foot paths. The project has been split into two stages. Both are part of creating Tahitai, an improved walking and biking route between the Miramar cutting and the city. This PMP considers the section between Greta Point (north of NIWA) and the Cobham Drive intersection, which is 1.7 kilometres long. In keeping with improvements already complete and happening in other places around the bays, the new bike path in this area will be bidirectional on the eastern, or harbour side, of the road.

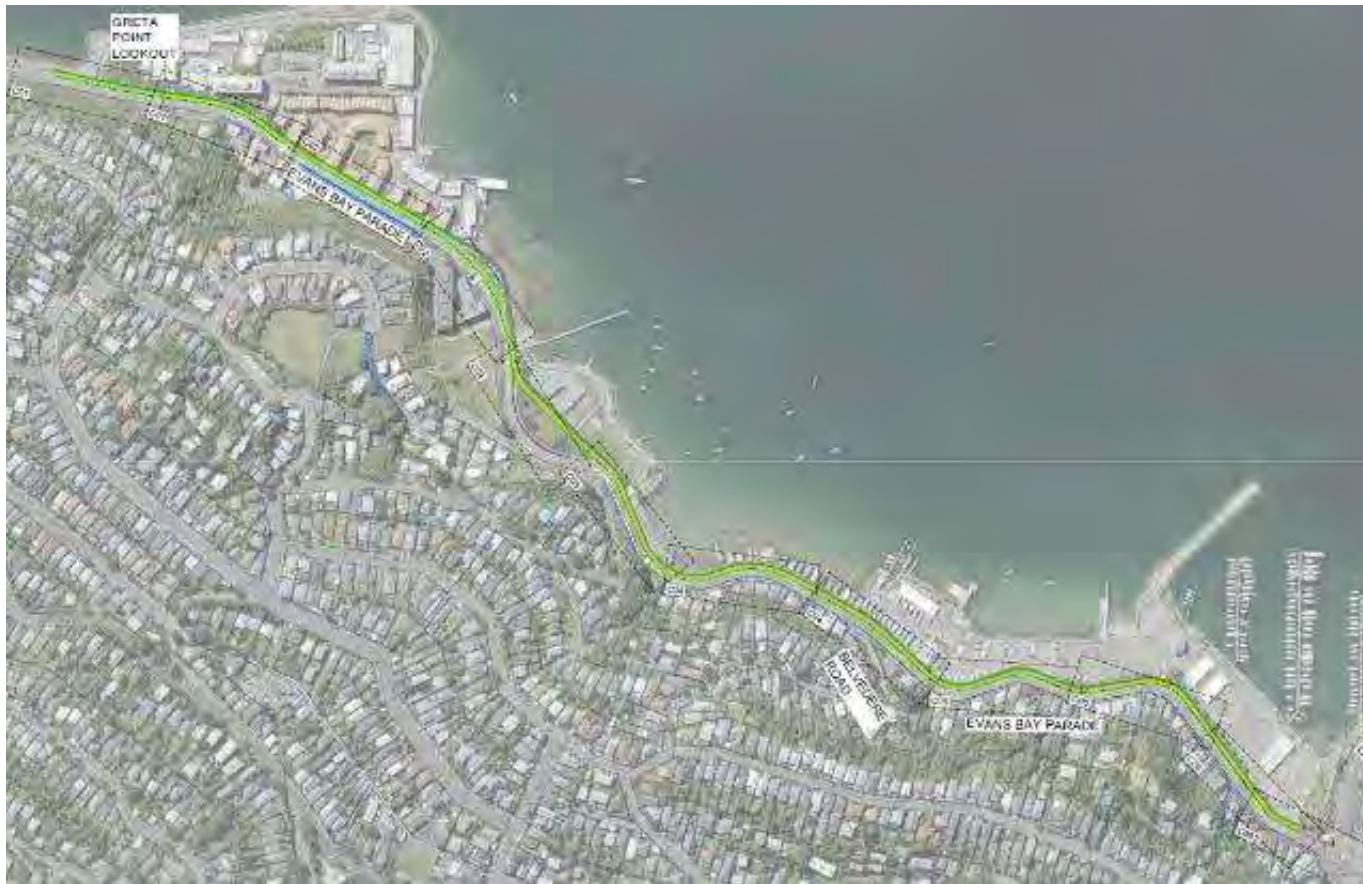


Figure 1: Evans Bay Stage 2 (Greta Point to Cobham Drive) whole route

The Design Report<sup>1</sup>, published in November 2017, explains how a two-way bike path on the harbour side of Evans Bay Parade was chosen as the best option. This was approved by Wellington City Council's Strategy and Policy Committee in March 2018<sup>2</sup>. More information on the alignment and design of the path can be found in the overall Design Report or the [Supplementary Design Report](#).

To achieve a high quality and safe route for everyone moving through this area, we need to use the road space in a different way. In narrow areas, this will mean less, or very little, space for on-street parking. Reducing on-street parking provides:

- space for a two-way bike path and dedicated footpath separated from motor vehicle traffic
- appropriate bus stop entry and exit tapers to allow buses to efficiently use bus stops
- safe visibility entering and exiting driveways
- space for heavy vehicles and buses to travel in both directions without having to cross the centre line.

The reallocation of road space will make things safer and create more space for people. However, the proposed changes will affect some people, particularly residents without off-street parking and people who drive to venues such as the Yacht Club, Sea Scouts hall and Hataitai beach. This plan provides more information about existing parking use in the area and proposed parking changes.

There are approximately 292 available car parking spaces<sup>3</sup> along Evans Bay Parade between Greta Point and Cobham Drive. To improve the area and more fairly balance the needs of people who walk, bike, drive, and use the area in different ways, we propose to reduce the amount of parking by approximately 112 spaces, reducing overall supply by 38 percent. Parking removal is not evenly spread, with most of the parking loss occurring in the tightest section from Hataitai Beach to the public boat ramp on both sides of the road.

There will be an increase in parking through Greta Point and around Cog Park. We also propose to make some changes to parking restrictions, including providing more short-term spaces for goods and services vehicles, and drop-offs and pick-ups, which will improve visitor access to business and recreation facilities.

## Parking Policy

Wellington City Council's Parking Policy<sup>4</sup> was approved by Councillors in August 2020. The policy sets the objectives and principles for the management of Council-controlled off-street and on-street parking and considers how parking management can support achieving the city's climate change goals and vision for a more sustainable city. It has guided our decision-making on managing parking along Evans Bay Parade between Greta Point and Cobham Drive.

---

<sup>1</sup> <https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/EVANS-BAY-Design-Report-DRAFT-Rev-4-p1-compressed.pdf>

<sup>2</sup> [https://wellington.govt.nz/~media/your-council/meetings/committees/city-strategy-committee/2018/03/08/cit\\_20180308\\_min\\_3159.pdf](https://wellington.govt.nz/~media/your-council/meetings/committees/city-strategy-committee/2018/03/08/cit_20180308_min_3159.pdf)

<sup>3</sup> This was measured by dividing the available kerb-side space for parking by six metres, which is the standard length for a marked car parking space.

<sup>4</sup> <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

Evans Bay Parade is an arterial road (a key transport route). The Parking Policy states that the safe movement of people, goods and vehicles is of highest importance along key transport routes. This includes the movement of people walking, cycling, public transport and general traffic (including freight). Table 1 outlines the benefits of reducing car parking availability for all road users.

Table 1: Benefits of reallocation of road space to different users

Mode	Benefits of removing parking
Walking	Extra space available for bike path, reducing shared path conflict with people on bikes and e-scooters
Cycling and other micromobility such as e-scooters	Extra space available for bike path, reducing shared path conflict with pedestrians, and on-road conflict with vehicles Encourages more people to ride more often
Public transport	Makes driving through easier and safer Improves visibility Reduces the likelihood of buses needing to cross the centre line Easier access to and from bus stops Improves reliability
General traffic and freight	Makes driving through easier and safer particularly for buses and trucks Improves visibility Reduces the likelihood of vehicles crossing the centre line

## Current parking supply and demand

### On-street parking occupancy

An on-street parking occupancy survey was undertaken along Evans Bay Parade in December 2020. For full results, please see the report in Appendix A. Parking occupancy and duration was measured along 20 zones, including two sides streets: Belvedere Road and Rata Road. Table 2 describes each of the zones surveyed.



Table 2: Parking zones for occupancy survey<sup>5</sup>

Zone	Site	Side of road	Area	Type	Available spaces
1	Greta Point east side (outside NIWA)	East	Greta Point	Unrestricted	About 19 (unmarked)
2	Greta Point east side (outside apartment complex)	East	Greta Point	Unrestricted	About 12 (unmarked)
3	Greta Point east side (outside Marrakech)	East	Greta Point	P120, 8am-6pm Mon-Fri	About 5 (unmarked)
4	Greta Point east side (opposite Greta Point Café)	East	Greta Point	Unrestricted	About 5 (unmarked)
5	Greta Point east side (opposite Greta Point Café)	East	Greta Point	P120 (no hours specified)	About 6 (unmarked)
6	Cog Park east side	East	Cog Park	Unrestricted	18
7	Cog Park mobility park	East	Cog Park	Unrestricted	1
8	Hataitai Beach east side (up to bus stop 6549)	East	Hataitai Beach	Unrestricted	About 18 (unmarked)
9	Boat sheds east side (between bus stop 6549 and Yacht Club boundary)	East	Boat sheds	Unrestricted	About 28 (unmarked)
10	Marina east side (between Yacht Club boundary and Cobham Drive)	East	Yacht club / boat ramp / marina	Unrestricted	About 78 (unmarked)
11	Opposite marina west side (between Cobham Drive and Belvedere Road)	West	Yacht club / boat ramp / marina	Unrestricted	About 54 (unmarked)
12	Opposite boat sheds west side (between Belvedere Road and bus stop 7549)	West	Boat sheds	Unrestricted	About 9 (unmarked)
13	Opposite Hataitai Beach west side (between bus stop 7549 and Rata Road)	West	Hataitai Beach	Unrestricted	About 10 (unmarked)

<sup>5</sup> Note where parking is unmarked, numbers are approximate based on average car park length of six metres

14	Greta Point Café loading zone	West	Greta Point	P10 for authorised vehicles only	1
15	Greta Point Café west side	West	Greta Point	P60 (no hours specified)	About 3 (unmarked)
16	Greta Point west side (between bus stop 7547 and 312 Evans Bay Parade)	West	Greta Point	Unrestricted	14
17	Greta Point west side (between 312 Evans Bay Parade bus stop 7546)	West	Greta Point	P5 during daycare pick-up/drop-off times (Monday-Friday, 7-9am, 4-6pm)	8
18	Great Point west side (outside High Five)	West	Greta Point	P5 during daycare pick-up/drop-off times (Monday-Friday, 7-9am, 4-6pm)	3
19	Rata Road (between Evans Bay Parade and Rewa Road)			Unrestricted	About 3 spaces
20	Belvedere Road (between Evans Bay Parade and 30 Belvedere Road)			Unrestricted	About 8 spaces

The map below indicates current parking restrictions through Greta Point. All other parking along Evans Bay Parade has no time restriction.

Map 1: Existing Greta Point parking restrictions



The maps below (maps 2 and 3) indicates the weekday and weekend parking occupancy of each of the parking zones, as well as the first 200m or so of side roads, Rata Road and Belvedere Road.



Map 2: Parking occupancy survey maps - weekday average





Map 3: Parking occupancy survey - weekend average



Parking occupancy is highest through Greta Point during weekdays and weekend days, often over 80 percent. Parking occupancy is lowest at the southern end adjacent to the Yacht Club, boat ramp, and marina; averaging below 60 percent on both weekday and weekend days. However, no Yacht Club events were taking place during the weekend count. Counts provided by the Club indicate the parking adjacent to the Club is close to fully occupied when events are on.

## Off-street parking

Off-street parking is available at several sites along the eastern side of Evans Bay Parade. This is described in Table 3 below.

Table 3: Off-street parking provision on Evans Bay Parade

Off-street parking site	Parking provided for
NIWA	Staff and visitors (availability will be limited during NIWA redevelopment)
Greta Point Apartments	Residents and visitors
Cadet Centre	Cadet Centre members, key access required to lower bollard
Yacht Club	Members and visitors
Public boat ramp	Boating visitors, with some set aside for Volunteer Coastguard
Marina	Marina tenants and freedom campers

An occupancy survey of the public boat ramp and marina car park was undertaken in March/April 2021. This survey indicated mostly low occupancy (less than 50%) on non-event days. Occupancy was high on event days, with the boat ramp getting up to 85% occupancy. For other results, please see Appendix B.

Apart from the Te Aro Pā townhouses, there are five properties without off-street parking on the Greta Point to Cobham Drive section of Evans Bay Parade, according to Council records. These properties will have on-street parking available within 50 metres of their property post-construction. Initially, we propose that there will be no restrictions placed on remaining on-street parking south of the boat sheds, including no residents' parking schemes or similar. Due to uncertainty about what parking patterns will emerge following project completion, it was decided not to proceed with any residents' exempt parking restriction. This will be closely monitored following project completion. Any future proposal will be considered in the context of the Council's Parking Policy.



# Proposed changes to parking supply and restrictions

## Parking areas

We propose a net loss of approximately 112 on-street parking spaces between Greta Point and Cobham Drive, reducing overall supply by 38 percent. On-street parking removal is not evenly spread, with most of the parking loss occurring from Hataitai beach to the boat ramp on both sides of the road. There is a gain in available parking spaces through Greta Point and around Cog Park, where parking demand is highest. Table 4 summarises the changes in each parking area.

Table 4: On-street parking proposed change by area

Area	Before	After	Difference	Percentage difference
Greta Point	About 76	About 87	About 11 more	About 14% more
Cog Park	19	21	2 more	11% more
Hataitai beach	About 28	2	About 26 fewer	About 93% less
Adjacent to boat sheds	About 37	About 13	About 24 fewer	About 65% less
Adjacent to Yacht club / boat ramp / marina	About 132	About 57	About 75 fewer	57% less
<b>Total</b>	<b>About 292</b>	<b>About 180</b>	<b>About 112 fewer</b>	<b>38% less</b>

Between Hataitai beach and Cobham Drive, there is an approximately 63% loss in car parking space. Most of this is on the eastern (harbourside) of the road.

Table 5: On-street parking proposed change by side of road between Hataitai beach and Cobham Drive

Side of road	Before	After	Difference	Percentage difference
East	About 124	About 27	About 97 fewer	About 78% less
West	About 73	About 45	About 28 fewer	About 38% less
<b>Total</b>	<b>About 197</b>	<b>About 72</b>	<b>About 125 fewer</b>	<b>About 63% less</b>

## Public consultation

Public consultation on the concept designs was undertaken from 14 September to 14 October 2021. Of the 1,032 submissions received, 63% are supportive or strongly supportive of the proposals. 33% oppose or strongly oppose. Most of the opposition to the project relates to the loss of parking, particularly for water-based recreational users. Of the 686 comments provided, 22% were themed 'don't remove car parks'.

In response, we propose the following further mitigations:

- minor adjustments to bike path and/or traffic lane widths to allow some more room for additional parking (about 13 parks)
- agreement to work with the Yacht Club and Volunteer Coastguard to reconfigure the space available at the public boat ramp (number of parks unknown at this stage)
- build into the reserve opposite Hataitai beach to provide parking for short-stay visitors (about 2 parks)

In addition, we will shift the pedestrian crossing at Greta Point Café to the north which enables more parking close to their business, as well as putting the crossing in a location with better visibility. This results in a net gain in four car parks compared to the consultation proposal.

Another change since consultation is the conversion of the one the unrestricted spaces at Greta Point to a P90 mobility park.

In total, there are about 19 more spaces for car parking than were presented in the consultation plan. This can be achieved without compromising project outcomes.

## Greta Point – Zones 1-5 and 14-18 in Parking Occupancy Survey

The project designs result in a higher number of available on-street parking spaces through Greta Point, due to:

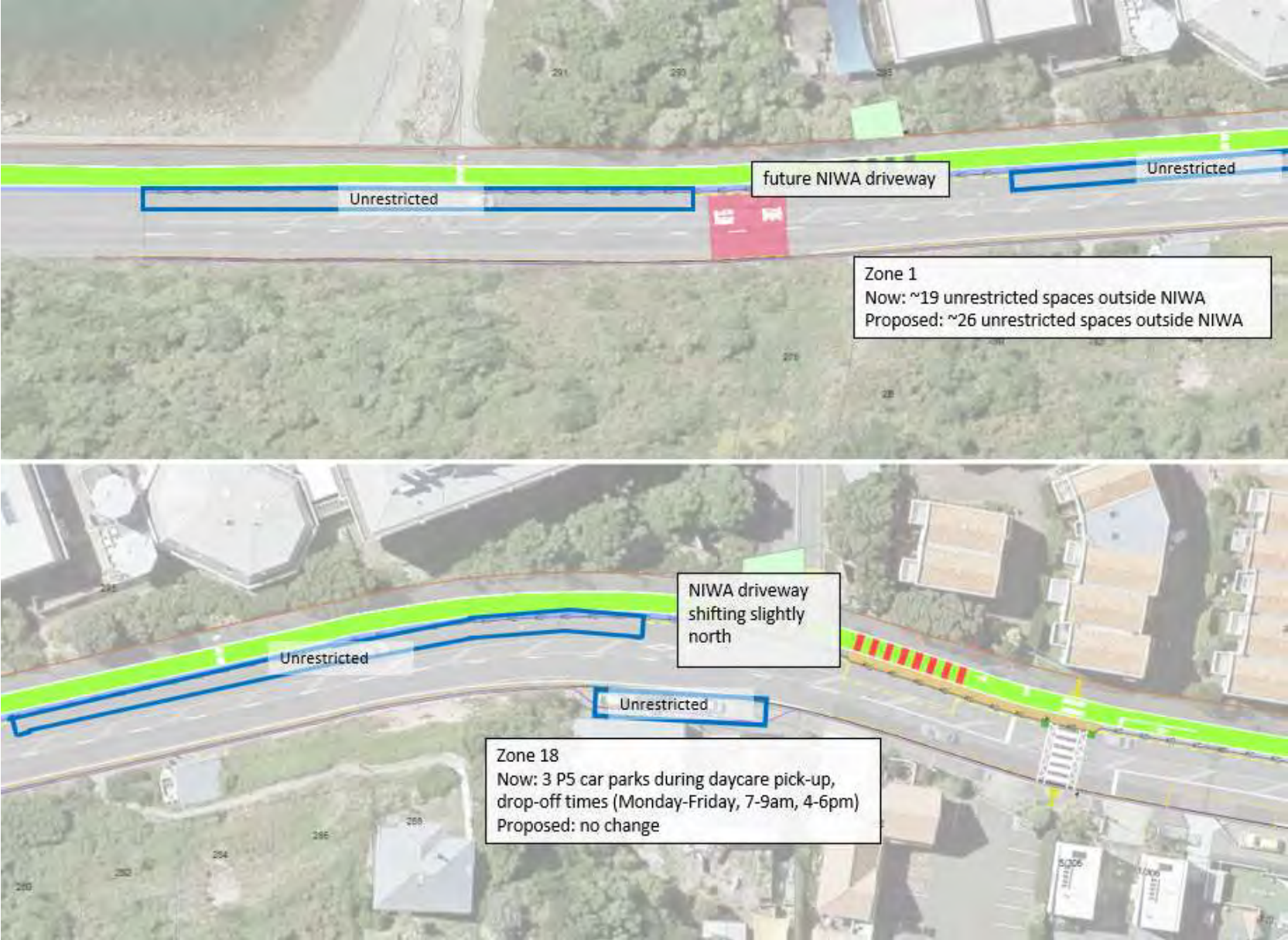
- the proposed removal of a pair of bus stops (7547 and 6547)
- the proposed removal of the bike refuge island at the northern end (which only existed to help people on bikes transition from the shared path to the road and will no longer be required).

There will be approximately 11 extra on-street parking spaces through Greta Point. These will be in Zones 1, 4 and 16. There will be some re-arrangement of parking on the eastern side due to:

- a new NIWA driveway planned as part of the planned site redevelopment
- spaces removed to allow for improved visibility for foot and bike path users, and people entering and exiting driveways.

We propose making some changes to parking restrictions in the area to better manage parking availability in line with results from the parking occupancy survey and with feedback we received during discussions with businesses in the area. This includes replacing all P120 restrictions with P90 restrictions. This encourages higher turnover. This is illustrated in the maps and table below.

Map 4: Proposed parking arrangement through Greta Point (yellow boxes indicate where there has been a change since the consultation)





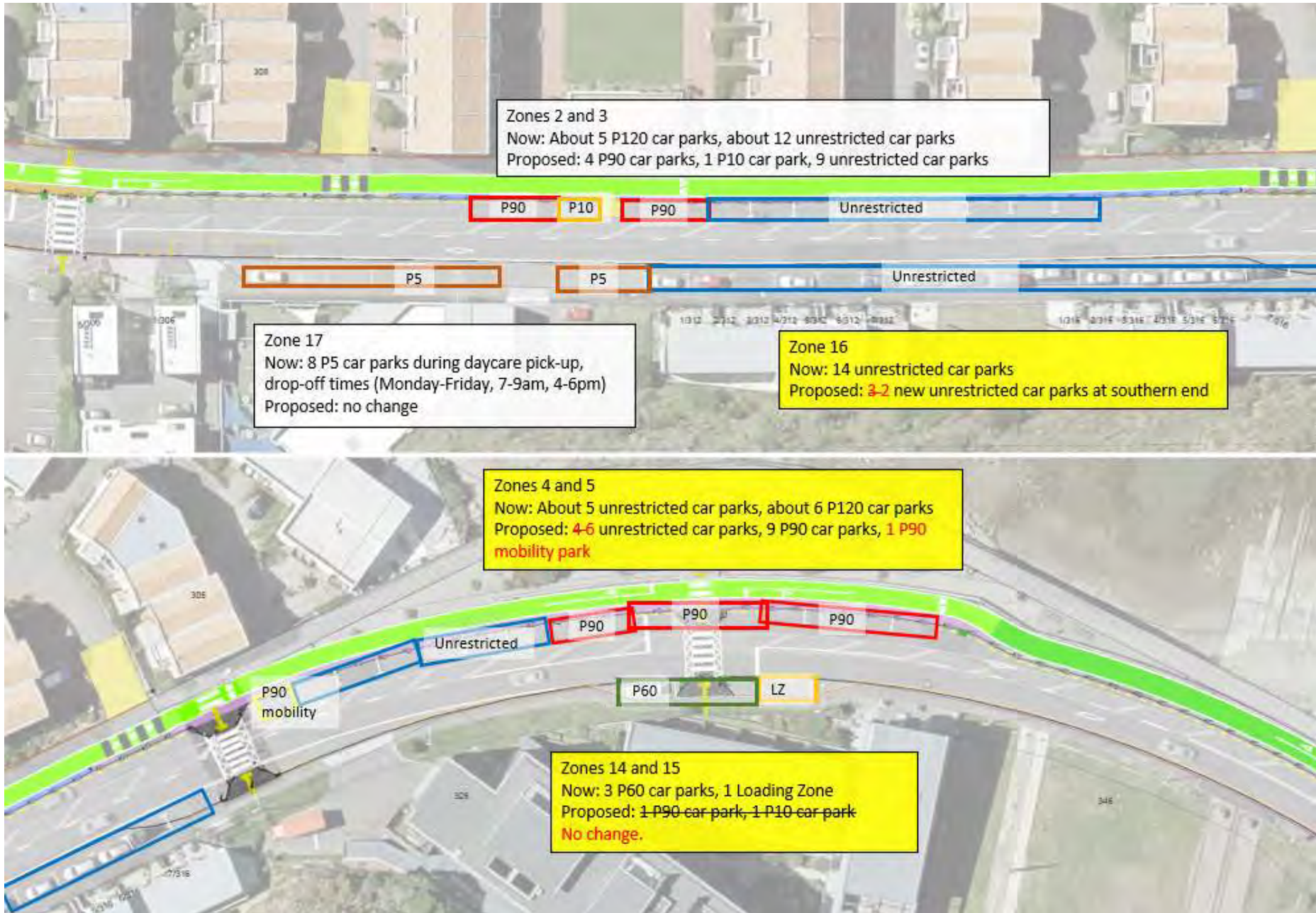


Table 6: Great Point - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
1	Greta Point east side (outside NIWA)	East	Unrestricted	About 19 (unmarked)	Extend past Greta Point lookout, but accounting for new NIWA driveway, overall increase to about 26 unrestricted, unmarked spaces.	With new bike path, cycle/pedestrian refuge no longer required, freeing up some space.	19	26	7	NA
2	Greta Point east side (outside apartment complex)	East	Unrestricted	About 12 (unmarked)	Nine unrestricted, marked spaces.	Improved visibility at driveways and requirement to avoid fire hydrant.  Marked spaces easier to park in a busy area.	12	9	-3	Overall increase in area
3	Greta Point east side (outside Marrakech)	East	P120, 8am-6pm Mon-Fri	About 5 (unmarked)	Four P90 spaces (with standard hours of Mon-Sun 8am-6pm)  One P10 space	P10 for deliveries and collecting takeaways.  P90 to increase turnover. Remove hours so that P90 can apply at weekends as well to encourage greater turn over.	5	5	0	NA
4	Greta Point east side (opposite	East	Unrestricted	About 5 (unmarked)	Six unrestricted, marked spaces  Three marked P90 spaces	New spaces available due to bus stop removal.	5	10	4	NA

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
	Greta Point Café)				One marked P90 mobility space	P90 to increase turnover. Marking spaces makes parallel parking easier through busy area.				
5	Greta Point east side (opposite Greta Point Café)	East	P120 (no hours specified)	About 6 (unmarked)	Six P90 spaces, marked	Marking spaces makes parallel parking easier through busy area. P90 for increased turnover.	6	6	0	NA
14	Greta Point Café loading zone	West	P10 for authorised vehicles only	1	No change	NA	1	1	0	NA
15	Greta Point Café west side	West	P60 (no hours specified)	About 3 (unmarked)	No change	NA	3	3	0	NA
16	Greta Point west side (between bus stop 7547 and 312 Evans Bay Parade)	West	Unrestricted	14	No change to existing unrestricted spaces. Two new unrestricted, marked spaces.	Space for extra 2 spaces due to removal of bus stop	14	16	2	NA
17	Greta Point west side (between 312 Evans Bay Parade	West	P5 Monday-Friday, 7-9am, 4-6pm	8	No change	NA	8	8	0	NA



Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
	bus stop 7546)									
18	Greta Point west side (outside High Five)	West	P5 Monday- Friday, 7- 9am, 4-6pm	3	No change	NA	3	3	0	NA
<b>Total</b>							<b>76</b>	<b>87</b>	<b>11</b>	

### Cog Park – Zones 6-7

There are currently 18 unrestricted, marked parking spaces, and one mobility parking space around the perimeter of Cog Park. Occupancy is highest at the weekend when it exceeds 85%.

We propose two extra parking spaces adjacent to Cog Park.

We also propose introducing a P180 parking restriction to the Cog Park spaces to improve visitor access to the park, particularly at peak times. P180 is a time limit consistent with other recreation facilities. It is also consistent with the average duration of stay during both weekdays and weekend days (about 2.5 hours). Demand for parking here is expected to increase with the proposed removal of parking adjacent to Hataitai Beach.

Proposed changes are illustrated in the map and table below.

Map 5: Proposed parking arrangement around Cog Park (yellow boxes indicate where there has been a change since the consultation)

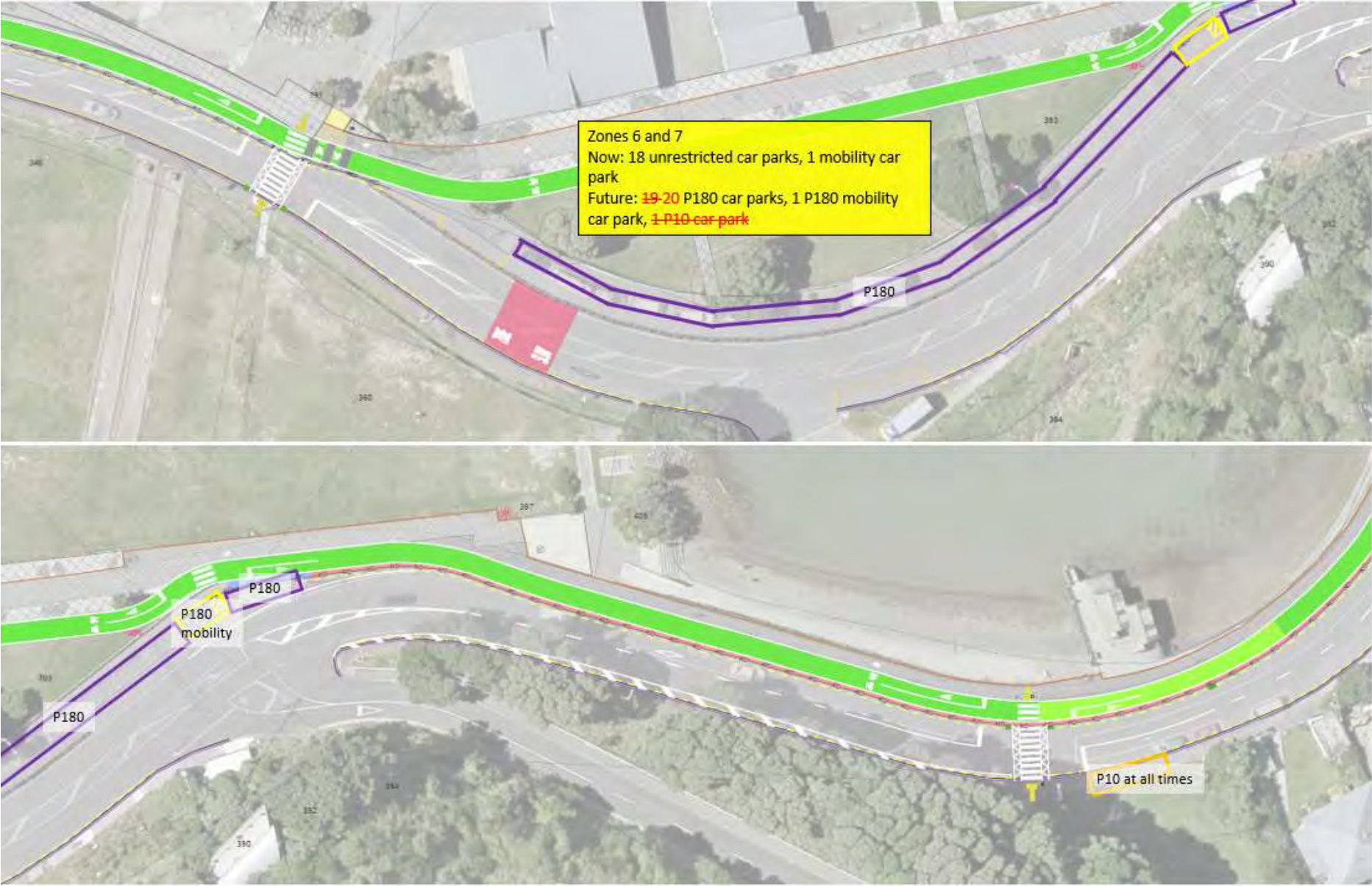


Table 7: Cog Park - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss	
6	Cog Park east side	East	Unrestricted	18	20 P180	P180 restriction introduced to increase turnover in busy recreational area. P180 reflects current parking duration (2.5 hours).	18	20	2	NA	
7	Cog Park mobility park	East	Unrestricted	1	P180	P180 restriction introduced to increase turnover in busy recreational area. P180 reflects current parking duration (2.5 hours).	1	1	0	NA	
<b>Total</b>							<b>19</b>	<b>21</b>	<b>2</b>		

## Hataitai beach – Zones 8 and 13

Currently, there are approximately 28 on-street parking spaces adjacent to Hataitai Beach on both sides of the road. This includes the ambiguously marked space on the west side of the road between the zebra crossing and Rata Road. There is currently hatched marking, but there are no broken yellow lines. From the Parking Occupancy Survey, we know that it is occupied on busy days, but rarely otherwise.

To accommodate a 2m footpath, a 3m bike path, and to allow safe vehicle tracking, we initially proposed that all the current on-street parking be removed. There was a lot of feedback on the loss of parking at Hataitai beach, with many respondents concerned about reduced access to the beach. However, this is the narrowest section of the route. Parking occupancy surveys show that there is relatively little demand for parking here most of the time, except on sunny, warm days when the beach is a popular destination.

Implementing P180 parking restrictions at nearby Cog Park will help turnover for access to the beach on those high-demand days. The provision of a high-quality walking and cycling route and bike parking will provide more visitors with the choice to get to the beach by active transport modes. Walking access to the beach from Hataitai suburb will be improved by the inclusion of Rata Road improvements into the project scope.



To enable short-stay parking close to the beach and public toilets/changing rooms, we propose to build into the reserve opposite the beach. This creates two P10 (at all times) car parking spaces. Authorised vehicles, such as those belonging to Council cleaning and maintenance contractors, will be exempt.

Proposed changes are illustrated in the map and table below.

Map 6: Proposed parking arrangement for Hataitai Beach (yellow boxes indicate where there has been a change since the consultation)



Table 8: Hataitai Beach - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
8	Hataitai Beach east side (up to	East	Unrestricted	About 18 (unmarked)	All parking removed.	Space required for separated bike and footpath, and to enable buses to travel through	18	0	-18	Cog Park parking restrictions. Provision of good quality

	bus stop 6549)					here without crossing the centre line.				bike path and bike parking.
13	Opposite Hataitai Beach west side (b/w bus stop 7549 and Rata Road)	West	Unrestricted	About 10 (unmarked)	About 2 P10 (at all times) car parks. Authorised vehicles exempt.	Space required for separated bike and footpath and to enable buses to travel through here without crossing the centre line.  Convenient parking required for cleaning and maintenance contractors, although exclusive parking rights not possible.  Enables pick-up and drop-off for going to the beach.	10	2	-8	Cog Park parking restrictions. Provision of good quality bike path and bike parking.
<b>Total</b>							<b>28</b>	<b>2</b>	<b>-26</b>	

### Adjacent to boat sheds – Zones 9 and 12

Currently, there are approximately 37 on-street parking spaces adjacent to the boat sheds on either side of the road. As well as serving the boat shed owners (including the Sea Scouts), these are also used by nearby residents. It's proposed approximately 13 spaces will be available following project completion. This is to provide:

- a 2m footpath and 3m bike path
- enough visibility for vehicles entering and exiting driveways on the western side of the road
- enough space for buses to travel through here with reduced need to cross the centre line.

We propose to convert two of the remaining spaces to a P10 time restriction. This is so the Sea Scouts and the boat shed owners can pick up and/or drop off people and equipment.

Proposed changes are illustrated in the map and table below.

Map 7: Proposed parking arrangement adjacent to boat sheds (yellow boxes indicate where there has been a change since the consultation)



Zones 9 and 12  
 Now: About 28 unrestricted car parks between existing Hataitai Beach bus stop and Yacht Club driveway on east side.  
 About 13 unrestricted car parks between existing Hataitai Beach bus stop and Belvedere Rd on west side  
 Proposed: About 2 P10 car parks, about 5-7 unrestricted car parks on east side. **About 4 unrestricted car parks on west side.**



Now: unmarked bus stop pair  
 Future: marked bus stop pair



Table 9: Boat sheds - proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
9	Boat sheds east side (between the bus stop 6549 and Yacht Club boundary)	East	Unrestricted	About 28 (unmarked)	One P10 loading zone with space for about two vehicles About 7 provisionally unrestricted, unmarked spaces.	Space required for separated bike and footpath, and to enable vehicles to travel through here without crossing the centre line. P10 to assist Sea Scouts and boat shed owners with equipment and people pick-up/drop-off.	28	9	-19	Provision of P10 space to assist with pick-up /drop-off of people and/or equipment.  Monitoring post-construction to determine if residents-exempt parking restrictions warranted.
12	Opposite boat sheds west side (between Belvedere Road and bus stop 7549)	West	Unrestricted	About 9 (unmarked)	About 4 provisionally unrestricted, unmarked spaces.	Space required for separated bike path and to enable buses to travel through here without crossing the centre line.	9	4	-5	Provision of P10 space to assist with pick-up /drop-off of people and/or equipment.  Monitoring post-construction to determine if residents-exempt parking restrictions warranted.
<b>Total</b>							<b>37</b>	<b>13</b>	<b>-24</b>	

## **Adjacent to Yacht Club, boat ramp and marina – Zones 10 and 11**

Currently, there is on-street parking for approximately 132 vehicles. Occupancy is low to medium most of the time and finding an on-street parking space along here is normally not difficult at present. There is anecdotal evidence to suggest that there is high demand for parking when there are events at the Yacht Club, marina or at nearby St Patricks College and Kilbirnie Park. Much of the on-street parking along this section is taken up by large vehicles such as caravans, food trucks and party buses. It is unknown whether these vehicles are owned by Evans Bay Parade residents or the vehicle owners are using the space for convenient, free storage.

We propose to remove parking for approximately 75 vehicles along this section, reducing provision by 57 percent. This is to provide:

- a 2m footpath and 3m bike path
- enough visibility for vehicles at driveways, particularly on the western side of the road
- enough space for buses to travel through here with reduced need to cross the centre line.

At this stage we're not proposing any parking restrictions, such as prohibiting oversize vehicle parking or a residents' exempt scheme, to manage demand as it is unclear how much impact reducing parking in this area will have. Due to reduced capacity, owners of large vehicles and commuters may find alternative locations, leaving sufficient parking for residents. This will be monitored by the project team and Council Parking Services to see whether (resident-exempt) parking restrictions may be necessary when the project is completed. It is likely any issues will become apparent during construction, so an appropriate traffic change (resolution) could be proposed and implemented quickly.

Yacht Club members and affiliate members were particularly vocal in their opposition to the removal of parking adjacent to the Yacht Club. Most of the parking removal in this section is closest to their driveway. However, there is not enough space to provide separate cycling and walking paths, and parking on both sides of the road at this location. We considered having parking on the east (harbourside) of the road, but we decided that the west side is best to maintain access to and from residential driveways on the west side. The parking lane provides a buffer between the driveways and live traffic lanes. Removing this buffer would reduce visibility and manoeuvring space.

The Yacht Club have suggested that the space at the public boat ramp could be optimised to allow more vehicles to park there and we agree. At the detailed design stage we will find an optimal solution. This will be co-designed with the Yacht Club and other stakeholders.

Since consultation, we have also had another look at vehicle tracking, considering buses rather than large trucks. This enables space for about seven more car parks, all on the west side of the road.

Changes are illustrated in the maps and table below.

Map 8: Proposed parking arrangement adjacent to Yacht Club, boat ramp and marina (yellow boxes indicate where there has been a change since the consultation)

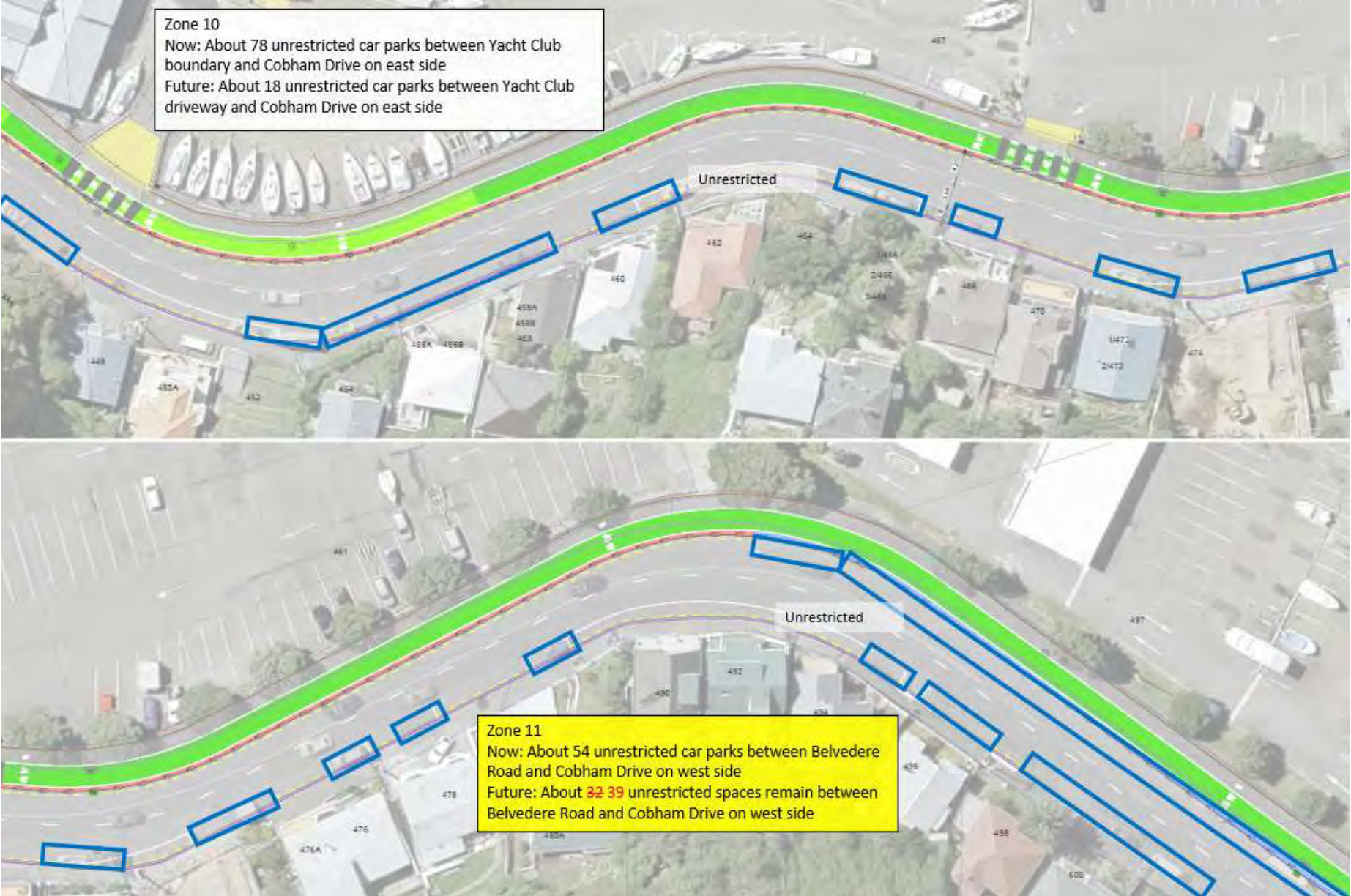






Table 10: Adjacent to Yacht Club, boat ramp and marina – proposed changes to parking

Zone	Site	Side of road	Existing type	Available spaces	Proposed	Reason for change	Before	After	Difference	How to mitigate loss
10	Marina east side (between Yacht Club boundary and Cobham Drive)	East	Unrestricted	About 78 (unmarked)	About 18 unmarked, unrestricted spaces retained.	Space required for separated bike and footpath, marked bus stops, driveway visibility, and to enable buses to pass through this area without crossing the centre line.	78	18	-60	Reconfiguration of off-street car parking at public boat ramp to better optimise space for recreational users to park.  Monitoring post-construction to determine if residents-exempt

										parking restrictions warranted.
11	Opposite marina west side (between Cobham Drive and Belvedere Road)	West	Unrestricted	About 54 (unmarked)	About 39 unmarked, unrestricted spaces retained.	Space required for separated bike path, driveway visibility and marked bus stops, and to enable buses to pass through here without crossing the centre line.	54	39	-15	Relatively few car parking spaces lost on west side of road.  Monitoring post-construction to determine if residents-exempt parking restrictions warranted.
<b>Total</b>							<b>132</b>	<b>57</b>	<b>-75</b>	

# **Appendices**

## **Appendix A: On-street parking occupancy survey**



# Evans Bay Parade Parking Surveys

PREPARED FOR WELLINGTON CITY COUNCIL | JAN 2021

We design with community in mind





## Revision Schedule

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	26/1/2020	Final	CH	EM	MG	MG
2	04/02/2021	Final	CH	EM	MG	MG



# Quality Statement

This document has been prepared for the benefit of Wellington City Council. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

This disclaimer shall apply notwithstanding that the report may be made available to Wellington City Council and other persons for an application for permission or approval to fulfil a legal requirement.

PROJECT MANAGER	PROJECT TECHNICAL LEAD
Mark Georgeson	Andrew Liese

**PREPARED BY**

Christopher Hendrickson



13 / 01 / 2020

**Checked by**

Elliot Martin



18 / 01 / 2020

**REVIEWED BY**

Mark Georgeson



21 / 01 / 2021

**APPROVED FOR ISSUE BY**

Mark Georgeson



26 / 01 / 2021

**WELLINGTON**

Level 15, 10 Brandon Street  
Wellington Central, Wellington 6011 New Zealand  
PO Box 13-052, Armagh, Christchurch 8141

STATUS: Final | Project No: 310204461





## Table of Contents

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>METHODOLOGY .....</b>	<b>1</b>
<b>3.0</b>	<b>SURVEY RESULTS AND ANALYSIS.....</b>	<b>4</b>
3.1	OCCUPANCY .....	4
3.2	DURATION OF STAY .....	7
3.3	VEHICLE TURNOVER .....	10
<b>4.0</b>	<b>CONCLUSION .....</b>	<b>12</b>

### LIST OF TABLES

Table 2-1.	Survey zone locations, parking types, and capacities.....	3
Table 3-1.	Average Weekend and Weekday Occupancy for each zone .....	4
Table 3-2.	Average Duration of stay (hours: minutes) .....	7
Table 3-3.	Proportion of vehicles parked for greater than 4 hours. ....	9
Table 3-4.	Assumed proportion of Tuesdays long-term parking being used by commuters and residents.....	10

### LIST OF FIGURES

Figure 2-1.	Wellington weather observed on the days of surveys (source: www.timeanddate.com) .....	2
Figure 3-1.	Average daily parking occupancy (Weekday).....	5
Figure 3-2.	Average daily parking occupancy (Weekend) .....	6
<b>Figure 3-3.</b>	<b>Average duration of stay (Weekday).....</b>	<b>8</b>
Figure 3-4.	Average duration of stay (Weekend) .....	8
Figure 3-5.	Average weekday vehicle turnover (vehicles per space per day). ....	11
Figure 3-6.	Average weekend vehicle turnover (vehicles per space per day). ....	12

### LIST OF APPENDICES

<b>APPENDIX A</b>	<b>ZONE MAPS.....</b>	<b>A.1</b>
<b>APPENDIX B</b>	<b>SURVEY DATA .....</b>	<b>B.1</b>



## 1.0 INTRODUCTION

This report outlines the parking survey carried out by Stantec along Evans Bay Parade in December 2020. The surveyed area extends from Cobham Drive to the Greta Point Lookout, as well as approximately 180m up Rata Road and Belvedere Road from Evans Bay Parade. The results from the survey provide information on the occupancy, duration of stay and turnover of parking along Evans Bay Parade. Fine weather was recorded on all survey days.

## 2.0 METHODOLOGY

Five surveyors conducted the surveys on Saturday 5<sup>th</sup>, Sunday 6<sup>th</sup>, Friday 11<sup>th</sup> and Tuesday 15<sup>th</sup> of December (see **Figure 2-1** for the weather on these days) by recording the partial number plates of vehicles parked within the survey area using tablets. The survey area was divided into 20 zones based on parking type and location, as shown in **Table 2-1**.

**Appendix A** shows maps with these zones indicated.

Where parking is unmarked, the total available length of parking was measured, and the approximate number of spaces calculated and used for analysis. When calculating the amount of parking that is occupied in unmarked zones, a nominal vehicle parking space of 6.0m was used. Where vehicles were taking up significantly more space (such as buses) their approximate length was recorded, and the vehicle parking space was adjusted accordingly. Note that due to this method it is possible that an occupancy of over 100% was recorded as smaller vehicles would take up less parking space than the assumed nominal space.

Surveys were carried out between 7am-7pm on weekdays, and between 9am-4pm on the weekend, as well as a midnight survey from 12am on Wednesday 16<sup>th</sup> December. Surveys were conducted in 30-minute beats. Rata Road and Belvedere Road were surveyed three times each day at 9am, 12pm and 3pm.

Results from the surveys were used to determine occupancy levels and the duration of stay of vehicles within each zone to the nearest beat interval (30 minutes), by tracking each individual vehicle using the partial number plates recorded in the survey throughout the day.

Vehicles parking illegally, such as across driveways or broken yellow lines, were recorded and included in analysis to accurately represent the parking demand in the area. Most instances of illegal parking were vehicles parked across driveways on the western roadside of Evans Bay Parade, between Cobham Drive and Rata Road.

During the survey six spaces in zone 11 were cordoned off for nearby construction. These spaces were still included in the occupancy analysis as they are only temporarily unavailable.



**WELLINGTON CITY COUNCIL  
EVANS BAY PARADE PARKING SURVEYS**

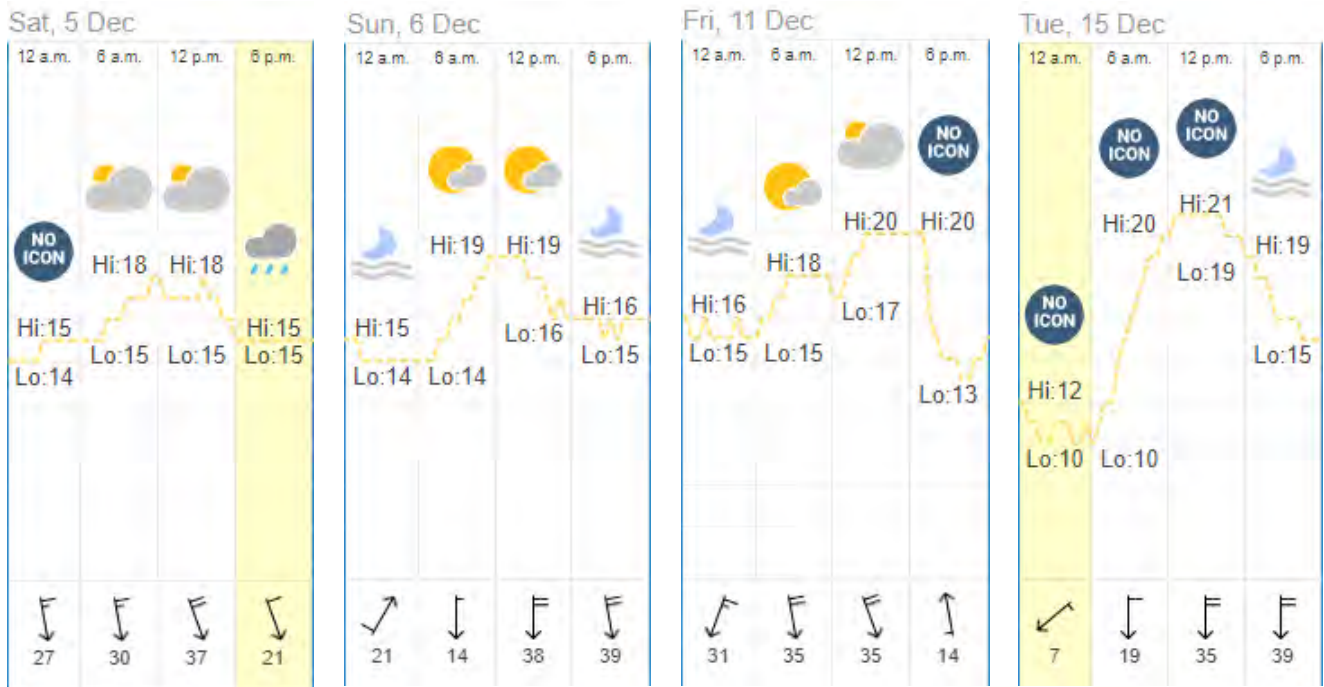


Figure 2-1. Wellington weather observed on the days of surveys (source: www.timeanddate.com)





**WELLINGTON CITY COUNCIL  
EVANS BAY PARADE PARKING SURVEYS**

**Table 2-1. Survey zone locations, parking types, and capacities.**

<b>Zone</b>	<b>Site</b>	<b>Type</b>	<b>Approximate / Marked Spaces</b>
1	Greta Point east side (outside NIWA)	Unrestricted	~19 spaces
2	Greta Point east side (outside apartment complex)	Unrestricted	~12 spaces
3	Greta Point east side (outside Marrakech)	P120 8am-6pm Mon-Sun	~5 spaces
4	Greta Point east side (opposite GP Café)	Unrestricted	~5 spaces
5	Greta Point east side (opposite GP Café)	P120	~6 spaces
6	Cog Park east side	Unrestricted	18 spaces
7	Cog Park mobility park	Unrestricted mobility	1 space
8	Hataitai Beach east side (up to bus stop 6549)	Unrestricted	~18 spaces
9	Boat sheds east side (b/w bus stop 6549 and Yacht Club boundary)	Unrestricted	~28 spaces
10	Marina east side (between Yacht Club boundary and Cobham Dr)	Unrestricted	~78 spaces
11	Opposite marina west side (b/w Cobham Dr and Belvedere Rd)	Unrestricted	~54 spaces
12	Opposite boat sheds west side (b/w Belvedere Rd and bus stop 7549)	Unrestricted	~9 spaces
13	Opposite Hataitai Beach west side (b/w bus stop 7549 and Rata Rd)	Unrestricted	~10 spaces
14	Greta Point Café loading zone	P10 for authorized vehicles only	1 space
15	Greta Point Café west side	P60	~3 spaces
16	Greta Point west side (b/w bus stop 7547 and 312 EBP)	Unrestricted	14 spaces
17	Greta Point west side (b/w 312 EBP bus stop 7546)	P5 7am-9am, 4pm-6pm, Mon-Fri	8 spaces
18	Great Point west side (outside High Five)	P5 7am-9am, 4pm-6pm, Mon-Fri	3 spaces
19	Rata Rd (between EBP and Rewa Rd)	Unrestricted	~13 spaces
20	Belvedere Rd (between EBP and 30 Belvedere Rd)	Unrestricted	~ 8 spaces
Total			~313



## 3.0 SURVEY RESULTS AND ANALYSIS

Average occupancy, duration of stay, and turnover for the weekend and weekday surveys is shown below. Detailed results from the surveys can be found tabulated in **Appendix B**, including hourly occupancy and duration of stay distributions.

### 3.1 OCCUPANCY

The average weekday and weekend occupancy over the whole survey period, as well as the occupancy from the midnight survey for each zone is displayed in **Table 3-1**. The average weekday and weekend occupancies are also shown graphically in **Figure 3-1** and **Figure 3-2**. Note that several zones have parking restrictions shorter than the survey beat interval of 30 minutes, namely zones 14 (P10), and 17/18 (P5 for portions of the weekday surveys). Thus, it is possible that vehicles arrived and departed these zones before being recorded.

**Table 3-1. Average Weekend and Weekday Occupancy for each zone**

Zone number	Average Weekday Occupancy	Average Weekend Occupancy	Midnight Occupancy
1	80%	64%	92%
2	101%	109%	111%
3	81%	77%	111%
4	93%	96%	100%
5	70%	70%	101%
6	78%	94%	61%
7	4%	11%	0%
8	30%	50%	11%
9	25%	38%	33%
10	34%	44%	37%
11	52%	57%	63%
12	86%	106%	80%
13	69%	55%	81%
14	23%	46%	0%
15	58%	80%	0%
16	97%	97%	107%
17	74%	88%	100%
18	37%	76%	0%
19	29%	33%	48%
20	86%	76%	60%





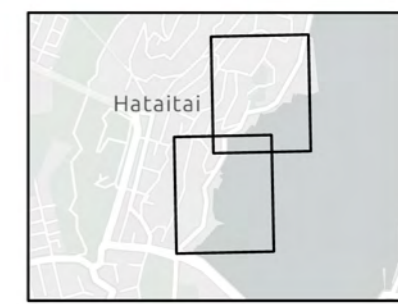


**Figure 3-1: Parking Occupancy**  
 Weekday average

Map displayed in NZGD 2000 New Zealand Transverse Mercator coordinate system.  
 Author: Calum Bradbury, Stantec (2021)  
 Sourced from the LINZ Data Service and licensed for re-use under the Creative Commons Attribution 4.0 New Zealand licence, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS

Average Occupancy (%)

- ≤20
- ≤40
- ≤60
- ≤80
- >80





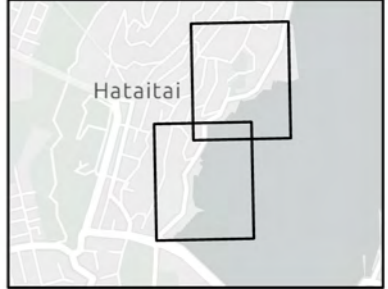


**Figure 3-2: Parking Occupancy**  
Weekend average

Map displayed in NZGD 2000 New Zealand Transverse Mercator coordinate system.  
 Author: Calum Bradbury, Stantec (2021)  
 Sourced from the LINZ Data Service and licensed for re-use under the Creative Commons Attribution 4.0 New Zealand licence, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS

Average Occupancy (%)

- ≤20
- ≤40
- ≤60
- ≤80
- >80





### 3.2 DURATION OF STAY

The average weekend and weekday durations of stay over the whole survey period for each parking zone are shown in **Table 3-2**, and graphically in **Figure 3-3** and **Figure 3-4** below. Note that due to the 3-hour beat intervals used to survey zones 19 and 20, there is less accuracy in the average duration of stay for these zones.

**Table 3-2. Average Duration of stay (hours: minutes)**

<b>Zone number</b>	<b>Weekday average duration of stay (h:m)</b>	<b>Weekend average duration of stay (h:m)</b>
1	5:50	3:27
2	5:04	3:30
3	3:57	1:48
4	4:33	2:21
5	1:51	1:57
6	2:39	2:37
7	0:30	0:45
8	2:33	1:25
9	4:27	3:08
10	3:54	3:17
11	3:49	3:10
12	4:25	3:16
13	2:02	1:43
14	0:32	0:57
15	0:54	1:01
16	6:17	4:36
17	1:37	2:40
18	1:01	3:12
19	7:25	5:26
20	6:02	5:56



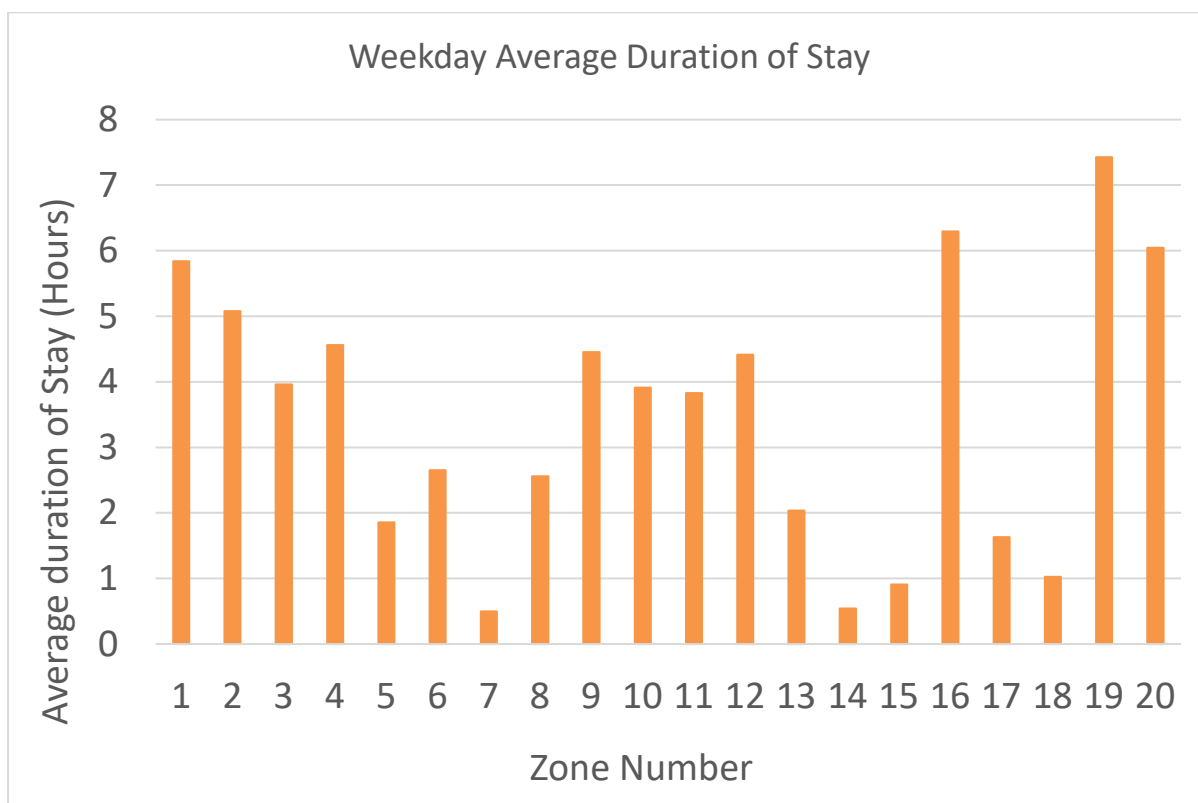


Figure 3-3. Average duration of stay (Weekday)

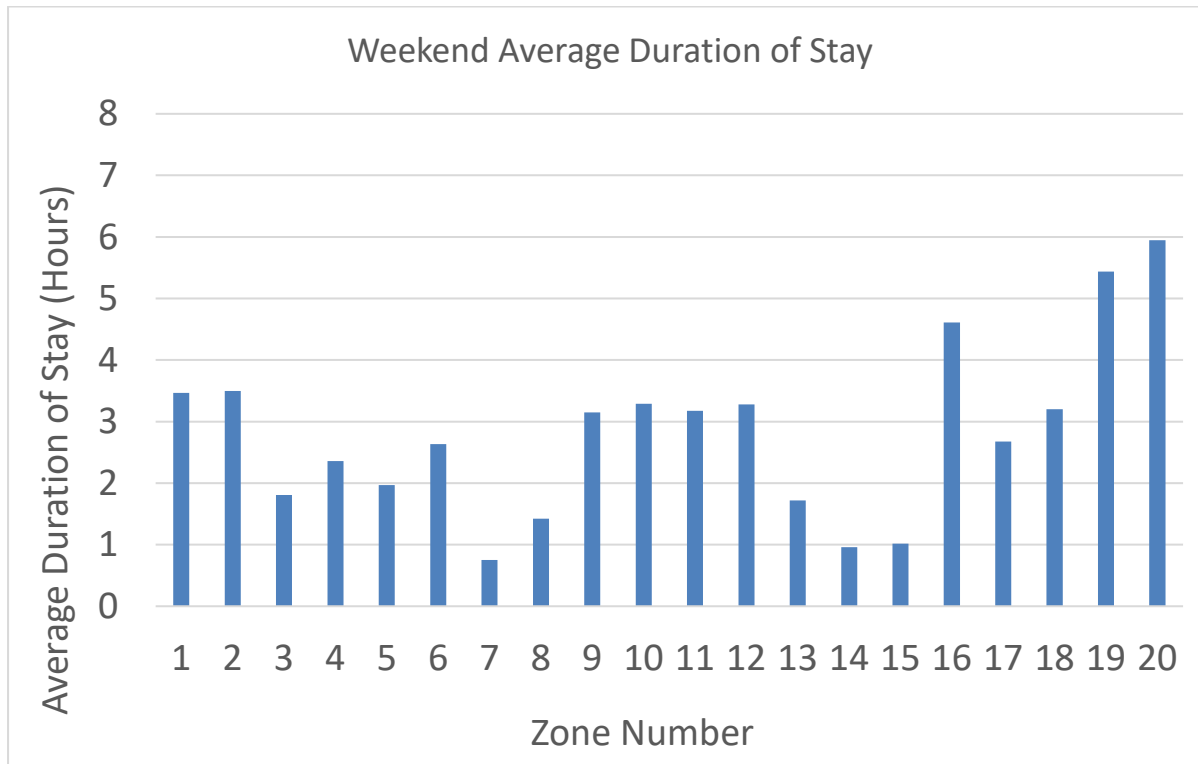


Figure 3-4. Average duration of stay (Weekend)

The number of vehicles parked for more than four hours are tabulated below in **Table 3-3**. Four hours has been used as a differentiator as it is assumed that these parks are being used by either residents or commuters.





**WELLINGTON CITY COUNCIL  
EVANS BAY PARADE PARKING SURVEYS**

**Table 3-3. Proportion of vehicles parked for greater than 4 hours.**

<b>Zone number</b>	<b>Weekday long term parking proportion</b>	<b>Weekend long term parking proportion</b>
1	55%	36%
2	41%	39%
3	25%	11%
4	36%	16%
5	9%	20%
6	17%	27%
7	0%	0%
8	13%	4%
9	36%	37%
10	32%	28%
11	26%	27%
12	34%	35%
13	12%	8%
14	0%	0%
15	0%	3%
16	50%	57%
17	12%	19%
18	5%	30%
19	80%	46%
20	66%	76%

The results of the midnight survey can be used to inform the proportion of parked vehicles that belong to residents, by comparing the vehicle number plates recorded during the Tuesday survey with the following midnight survey. It can then be assumed that the remaining vehicles parked for longer than four hours that were not recorded during the midnight surveys are commuter vehicles. The results from this analysis are shown in **Table 3-4.**



Table 3-4. Assumed proportion of Tuesdays long-term parking being used by commuters and residents.

Zone number	Vehicles parked long term (Tuesday)	Assumed commuter proportion	Assumed resident proportion
1	19	10 (53%)	9 (47%)
2	11	4 (36%)	7 (64%)
3	4	2 (50%)	2 (50%)
4	4	1 (25%)	3 (75%)
5	3	1 (33%)	2 (67%)
6	11	3 (27%)	8 (73%)
7	0	-	-
8	2	2(100%)	0 (0%)
9	5	1 (20%)	4 (80%)
10	15	7 (54%)	8 (56%)
11	11	11 (100%)	0 (0%)
12	7	3 (43%)	4 (57%)
13	4	2 (50%)	2 (50%)
14	0	-	-
15	0	-	-
16	11	3 (27%)	8 (73%)
17	5	3 (60%)	2 (40%)
18	1	1 (100%)	0 (0%)
19	3	0 (0%)	3 (100%)
20	9	5 (56%)	4 (44%)

### 3.3 VEHICLE TURNOVER

Vehicle turnover is a measure of the number of vehicles parked in each parking space per survey period. This is calculated by dividing the total number of unique vehicles parking within each zone by the total available parking space in the zone and the duration of the survey.

**Figure 3-5** and **Figure 3-6** below show the average weekday and weekend turnover for each zone respectively. Note that the displayed values are over a 12-hour period for weekdays and a 7-hour period for weekends, such that they are not directly comparable.

Also note that as previously mentioned in **section 3.2**, it is possible that vehicles parking in zones 14, 17, and 18 were not recorded. Thus, the reported vehicle turnover in these zones may be lower than actuality



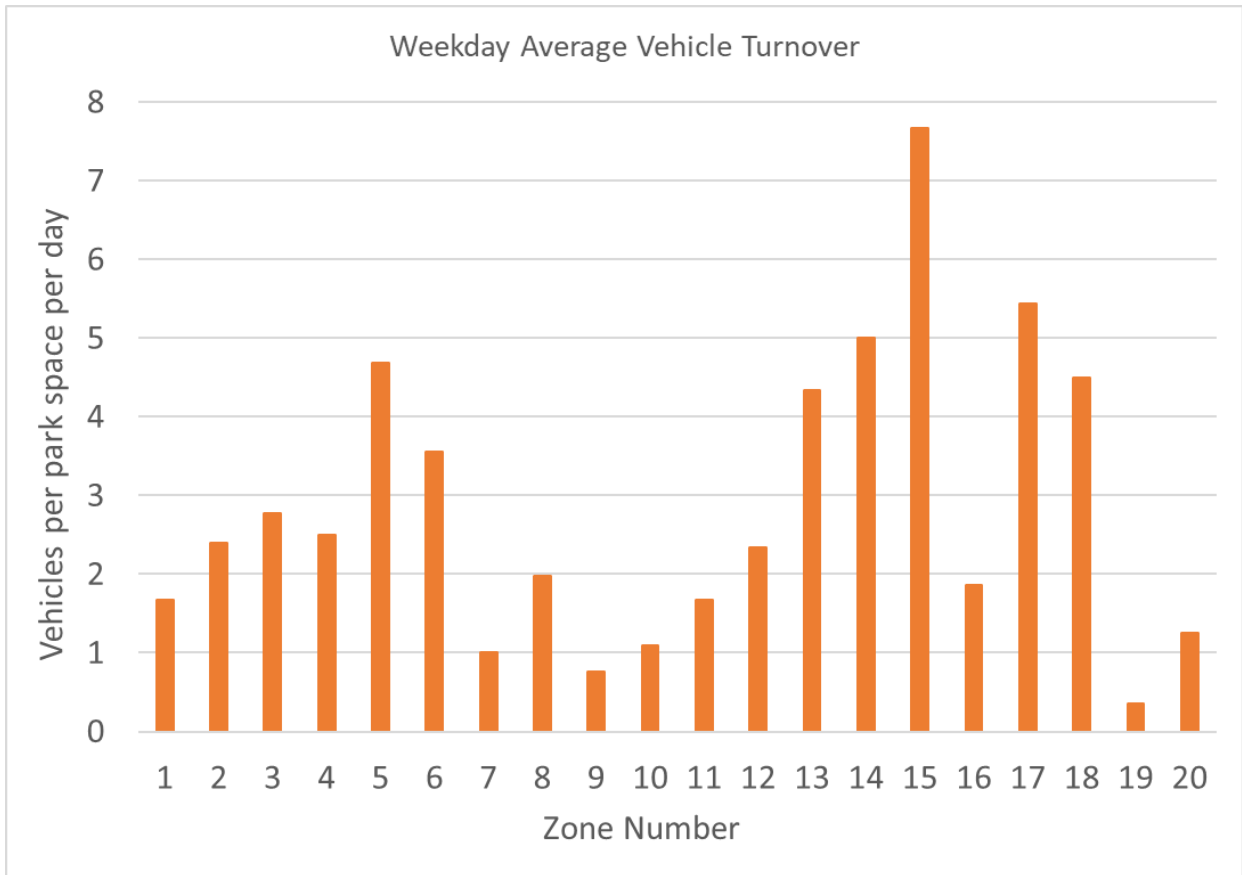


Figure 3-5. Average weekday vehicle turnover (vehicles per space per day).





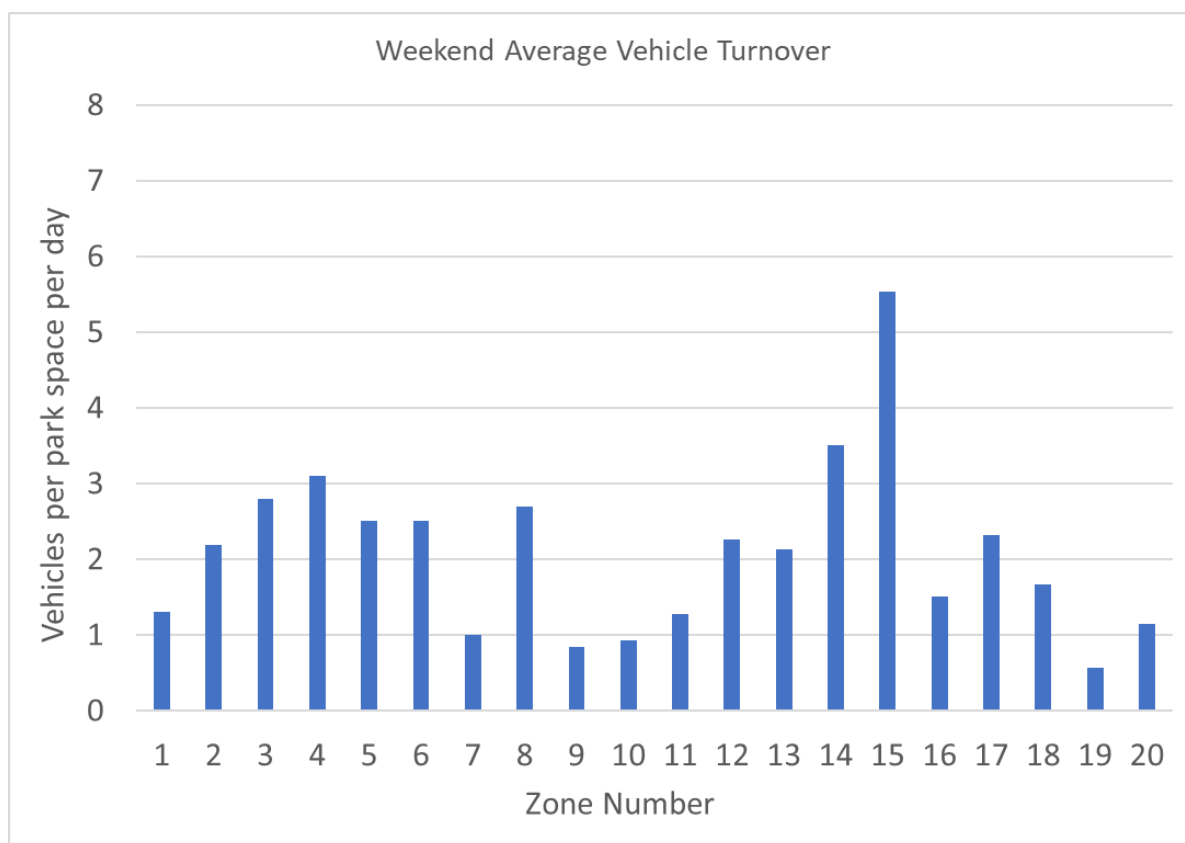


Figure 3-6. Average weekend vehicle turnover (vehicles per space per day).

## 4.0 CONCLUSION

This report summarises the parking survey carried out by Stantec along Evans Bay Parade in December 2020. The surveyed area consists mostly of unmarked parking and some marked spaces with a total equivalent to approximately 313 marked spaces.

The survey extent is between Cobham Drive and the Greta Point Lookout, as well as approximately 180m up Rata Road and Belvedere Road from Evans Bay Parade.

The reported occupancies reveal which sections of road are being utilized more heavily for parking. Vehicle turnover, and duration of stay and commuter/resident proportions give an indication to the type of parking each zone caters to.



## Appendix A ZONE MAPS













Belvedere Road

12

9

20

Zone 9-10  
Boundary

11

10

Unrestricted 





Cobham Drive

Unrestricted

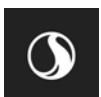


11

10



## Appendix B SURVEY DATA



Saturday 5th																												
Zone #	Time Spent at Zone (# 30 min sessions)	# Users	Duration of survey (mins)	(Assumed) Average Stay Length (#sessions)	Assumed Average Stay (minutes)	Average Occupancy	Vehicle Turnover	Stays longer than 4 hours (%)	Stays longer than 4 hours	Duration of stay distribution (hours)						Hourly Occupancy												
										0-1	1-2	2-4	4-6	6+	0:00	0:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30		
1	191	29	420	6.59	198	70.0%	1.49	31.03%	9	10.34%	31.03%	27.59%	3.45%	27.59%	77%	72%	77%	82%	103%	92%	87%	62%	51%	46%	51%	46%	41%	
2	180	27	420	6.67	200	110.2%	2.31	37.04%	10	7.41%	44.44%	11.11%	7.41%	29.6%	103%	103%	120%	111%	120%	120%	100%	111%	111%	111%	94%	94%	111%	111%
3	45	15	420	3.00	50	72.2%	3.37	65.67%	1	26.67%	46.67%	20.00%	6.67%	0.0%	67%	67%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
4	67	11	420	6.09	183	95.7%	2.20	27.27%	3	18.18%	36.36%	9.09%	27.27%	9.1%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	80%	120%	80%	80%
5	55	14	420	3.93	118	65.5%	2.33	21.43%	3	50.00%	14.29%	14.29%	14.29%	7.1%	33%	33%	83%	67%	83%	83%	83%	83%	83%	83%	50%	50%	67%	33%
6	276	42	420	5.38	161	89.7%	2.33	30.95%	11	28.10%	23.81%	7.14%	7.14%	23.8%	83%	78%	82%	100%	89%	100%	100%	94%	100%	94%	94%	78%	82%	78%
7	1	1	420	1.00	30	7.1%	1.00	0.00%	0	100.00%	0.00%	0.00%	0.00%	0.0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	114	32	420	3.56	107	46.5%	1.83	6.25%	2	28.13%	43.75%	15.63%	9.38%	3.1%	63%	63%	46%	17%	29%	46%	63%	63%	51%	57%	40%	40%	40%	34%
9	135	22	420	6.14	184	34.9%	0.80	40.31%	9	40.91%	13.64%	4.55%	13.64%	27.3%	29%	30%	33%	33%	51%	40%	33%	33%	36%	40%	33%	33%	33%	29%
10	844	66	420	6.64	199	42.0%	0.87	27.48%	19	20%	53%	19%	11%	21%	45%	43%	44%	41%	35%	41%	41%	44%	48%	44%	41%	41%	41%	41%
11	406	61	420	6.65	200	54.2%	1.14	29.48%	18	28%	20%	18%	18%	16%	58%	54%	56%	54%	52%	52%	51%	58%	54%	60%	56%	58%	37%	58%
12	106	16	420	6.63	199	101.0%	2.13	37.50%	6	12.50%	37.50%	12.50%	18.75%	18.8%	67%	67%	80%	80%	120%	120%	107%	107%	93%	120%	93%	147%	107%	107%
13	54	16	420	3.38	101	38.8%	1.65	6.25%	1	43.75%	25.00%	0.00%	0.00%	6.3%	83%	62%	41%	41%	31%	41%	31%	41%	21%	21%	31%	31%	31%	52%
14	6	4	420	1.50	45	42.9%	4.00	0.00%	0	50.00%	50.00%	0.00%	0.00%	0.0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	200%	100%	0%	0%
15	30	17	420	1.76	53	72.1%	5.72	0.00%	0	58.82%	35.29%	5.88%	0.00%	0.0%	34%	101%	67%	101%	101%	67%	101%	101%	34%	34%	34%	67%	101%	67%
16	188	24	420	7.83	225	95.9%	1.71	41.67%	10	8.33%	25.00%	0.00%	41.7%	0%	100%	100%	100%	100%	100%	100%	100%	93%	93%	86%	93%	93%	93%	93%
17	105	19	420	5.53	166	93.8%	2.38	21.05%	4	5.26%	42.11%	31.58%	0.00%	21.1%	100%	100%	100%	100%	100%	100%	88%	100%	100%	63%	63%	100%	100%	100%
18	36	5	420	7.20	216	85.7%	1.67	40.00%	2	0.00%	40.00%	20.00%	40.00%	0.0%	100%	100%	100%	100%	0%	100%	133%	133%	100%	67%	67%	67%	67%	67%
19	13	8	420	1.63	73	34.7%	0.64	25.00%	2	0.00%	0.00%	0.00%	0.00%	0.0%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
20	23	11	420	2.09	376	92.0%	1.32	64.36%	7	0.00%	0.00%	0.00%	0.00%	0.0%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%

Sunday 6th																												
Zone #	Time Spent at Zone (# 30 min sessions)	# Users	Duration of survey (mins)	(Assumed) Average Stay Length (#sessions)	Assumed Average Stay (minutes)	Average Occupancy	Vehicle Turnover	Stays longer than 4 hours (%)	Stays longer than 4 hours	Duration of stay distribution (hours)						Hourly Occupancy												
										0-1	1-2	2-4	4-6	6+	0:00	0:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30		
1	160	22	420	7.27	218	58.6%	1.13	40.91%	9	13.64%	27.27%	18.18%	9.09%	31.82%	62%	51%	56%	62%	62%	62%	51%	62%	51%	56%	62%	62%	62%	62%
2	176	24	420	7.33	220	107.8%	2.06	41.67%	10	8.33%	41.67%	8.33%	8.33%	33.3%	94%	120%	120%	94%	94%	103%	111%	111%	103%	111%	94%	120%	120%	120%
3	55	13	420	4.23	127	82.5%	2.07	30.77%	2	38.46%	30.77%	7.69%	7.69%	15.4%	80%	89%	67%	67%	89%	89%	67%	111%	111%	67%	89%	67%	67%	67%
4	67	20	420	3.35	101	95.7%	4.00	100.00%	1	35.00%	40.00%	10.00%	10.00%	5.0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
5	63	16	420	3.94	118	79.0%	2.67	18.75%	3	25.00%	50.00%	6.25%	6.25%	12.5%	83%	83%	67%	67%	83%	83%	83%	83%	83%	83%	67%	67%	67%	50%
6	247	48	420	5.15	154	98.0%	2.67	22.92%	11	31.25%	33.33%	12.50%	2.08%	20.8%	100%	100%	100%	100%	100%	100%	83%	94%	100%	94%	100%	94%	89%	100%
7	2	1	420	2.00	60	14.3%	1.00	0.00%	0	0.00%	100.00%	0.00%	0.00%	0.0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%
8	132	62	420	2.13	64	54.0%	3.55	1.61%	1	46.77%	41.94%	9.68%	0.00%	1.6%	46%	46%	63%	46%	52%	63%	40%	23%	57%	63%	57%	74%	80%	46%
9	155	24	420	6.46	194	40.3%	0.87	33.33%	8	29.17%	16.67%	12.50%	20.83%	20.8%	38%	44%	47%	40%	38%	44%	44%	40%	38%	38%	40%	33%	40%	47%
10	476	73	420	6.52	196	45.4%	0.97	28.94%	11	21%	26%	19%	11%	23%	44%	48%	52%	50%	46%	44%	46%	40%	37%	41%	48%	54%	48%	39%
11	451	75	420	6.05	181	60.5%	1.41	24.35%	18	33%	15%	21%	9%	22%	62%	62%	62%	56%	56%	53%	54%	62%	53%	58%	68%	64%	60%	77%
12	117	18	420	6.50	195	111.4%	2.40	33.33%	6	16.67%	22.22%	22.22%	16.67%	22.2%	0%	133%	133%	80%	80%	120%	107%	107%	93%	120%	160%	147%	147%	133%
13	100	30	420	3.50	105	70.0%	2.60	10.00%	3	26.67%	50.00%	33.33%	3.33%	6.7%	20%	30%	40%	30%	60%	100%	70%	90%	110%	100%	70%	70%	80%	110%
14	7	3	420	2.33	70	50.0%	3.00	0.00%	0	33.33%	33.33%	33.33%	0.00%	0.0%	0%	0%	0%	100%	0%	100%	100%	0%	100%	100%	100%	100%	0%	0%
15	37	16	420	2.31	69	88.1%	5.33	6.25%	1	43.75%	50.00%	0.00%	6.25%	0.0%	100%	33%	100%	67%	100%	100%	67%	100%	100%	100%	100%	100%	67%	100%
16	191	18	420	10.61	318	97.4%	1.29	72.22%	13	5.56%	11.11%	5.56%	27.78%	50.0%	93%	93%	93%	100%	100%	100%	100%	100%	100%	100%	107%	93%	93%	93%
17	93	18	420	5.17	155	83.0%	2.25	16.67%	3	44.44%	11.11%	22.22%	11.11%	11.1%	100%	100%	100%	100%	100%	100%	88%	63%	88%	75%	38%	75%	75%	88%
18	28	5	420	5.60	168	66.7%	1.67	20.00%	1	20.00%	20.00%	20.00%	40.00%	0.0%	100%	100%	100%	100%	100%	100%	67%	67%	33%	67%	33%	0%	0%	0%
19	12	6	420	2.00	160	32.0%	0.48	66.67%	4	0.00%	0.00%	0.00%	0.00%	0.0%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
20	15	8	420	1.88	338	60.0%	0.96	87.50%	7	0.00%	0.00%	0.00%	0.00%	0.0%	0%	0%	0%	0%	0%	84%	84%	84%	84%	84%	84%	84%	84%	84%

Weekend Average																												
Zone #	Time Spent at Zone (# 30 min sessions)	# Users	Duration of survey (mins)	(Assumed) Average Stay Length (#sessions)	Assumed Average Stay (minutes)	Average Occupancy	Vehicle Turnover	Stays longer than 4 hours (%)	Stays longer than 4 hours	Duration of stay distribution (hours)						Hourly Occupancy												
										0-1	1-2	2-4	4-6	6+	0:00	0:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30		
1	176	26	420	7	208	64%	1.31	35.97%	9	12%	29%	23%	6%	30%	69%	62%	67%	72%	82%	77%	77%	74%	56%	56%	49%	54%	54%	51%
2	178	26	420	7	210	109%	2.19	38.35%	10	8%	43%	10%	8%	31%	89%	111%	120%	103%	107%	111%	116%	111%	107%	103%	94%	116%	116%	
3	50	14	420	4	108	77%	2.80	11.03%	3	33%	39%	14%	7%	8%	78%	78%	78%	78%	89%	89%	78%	89%	100%	67%	78%	45%	45%	
4	67	16	420	5	142	96%	3.10	16.14%	27%	38%	10%	19%	7%	0%	100%	90%	100%	100%	100%	100%	100%	100%	90%	100%	90%	90%	90%	
5	59	15	420	4	118	70%	2.50	20.09%	3	38%	32%	10%	10%	10%	58%	58%	75%	67%	83%	83%	83%	83%	83%	83%	58%	58%	67%	42%
6	237	45	420	5	158	94%	2.50	26.93%	35%	29%	10%	5%	22%	92%	89%	94%	100%	94%	103%	92%	94%	100%	94%	97%	86%	86%	92%	92%
7	2	1	420	2	45	11%	1.00	0.00%	0	50%	50%	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%
8	123	47	420	3	85	50%	2.69	3.93%	37%	43%	13%	5%	2%	54%	54%	54%	31%	40%	54%	51%	43%	54%	60%	49%	57%	60%	40%	
9	145	23	420	6	189	38%	0.83	37.12%	33%	35%	15%	9%	17%	24%	33%	40%	40%	36%	43%	42%	38%	36%	36%	36%	33%	38%	38%	
10	46																											





## Midnight Analysis

Comparing Midnight Data to Tuesday Data

Zone #	Overnight Stays (assumed number of total residents)	Overnight occupancy	Percentage of long term vehicles from the day spotted at night (assumed resident)	Assumed commuter
1	18	92%	47%	53%
2	13	111%	64%	36%
3	5	113%	50%	50%
4	5	100%	75%	25%
5	6	101%	67%	33%
6	11	62%	73%	27%
7	0	0%		
8	2	11%	0%	100%
9	9	33%	80%	20%
10	27	37%	46%	54%
11	33	63%	69%	31%
12	6	80%	57%	43%
13	8	81%	50%	50%
14	0	0%		
15	0	0%		
16	15	107%	73%	27%
17	8	100%	40%	60%
18	0	0%		
19	6	48%	100%	0%
20	5	60%	44%	56%

# CREATING COMMUNITIES

---

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of belonging. That's why at Stantec, we always **design with community in mind**.

We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

**New Zealand offices:**

Alexandra, Auckland, Balclutha, Christchurch, Dunedin,  
Gisborne, Greymouth, Hamilton, Hastings, Napier,  
Nelson, Palmerston North, Queenstown, Tauranga,  
Wellington, Whangārei

**Stantec**

Level 15, 10 Brandon Street  
Wellington Central, Wellington 6011 New Zealand  
PO Box 13-052, Armagh, Christchurch, 8141  
[www.stantec.com](http://www.stantec.com)



## **Appendix B: Marina and boat ramp parking occupancy survey**



# Evans Bay Yacht Club Parking Surveys

PREPARED FOR WELLINGTON CITY COUNCIL | APRIL 2021

---

We design with community in mind



## Revision Schedule

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	01/04/2021	Final	CH	EM	MG	MG



# Quality Statement

This document has been prepared for the benefit of Wellington City Council. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

PROJECT MANAGER	PROJECT TECHNICAL LEAD
Mark Georgeson	Christopher Hendrickson

**PREPARED BY**


Christopher Hendrickson



01/04/2021

**Checked by**

Elliot Martin



12/04/2021

**REVIEWED BY**

Mark Georgeson



13/04/2021

**APPROVED FOR ISSUE BY**

Mark Georgeson



14/04/2021

**WELLINGTON**

Level 15, 10 Brandon Street  
Wellington Central, Wellington 6011 New Zealand  
PO Box 13-052, Armagh, Christchurch 8141

STATUS: Final | Project No: 310204613





## Table of Contents

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>1</b>
<b>2.0</b>	<b>METHODOLOGY</b> .....	<b>1</b>
<b>3.0</b>	<b>SURVEY RESULTS AND ANALYSIS</b> .....	<b>4</b>
3.1	OCCUPANCY .....	4
3.2	INFORMAL PARKING .....	7
<b>4.0</b>	<b>CONCLUSION</b> .....	<b>8</b>

### LIST OF TABLES

Table 2-1. Survey zone locations, parking types, and capacities.....	2
Table 3-1. Number of informally parked vehicles during each survey period .....	7

### LIST OF FIGURES

Figure 2-1. Wellington weather observed on the days of surveys (source: www.timeanddate.com) .....	1
Figure 2-2. Survey and Zone areas.....	3
Figure 3-1. Weekday (Thursday 18th March) carpark occupancy .....	4
Figure 3-2. Annual Regatta Weekend (Saturday 20th March) carpark occupancy.....	5
Figure 3-3. Weekend (Saturday 27th March) carpark occupancy .....	6

### LIST OF APPENDICES

<b>APPENDIX A</b>	<b>SURVEY DATA</b> .....	<b>A.1</b>
-------------------	--------------------------	------------

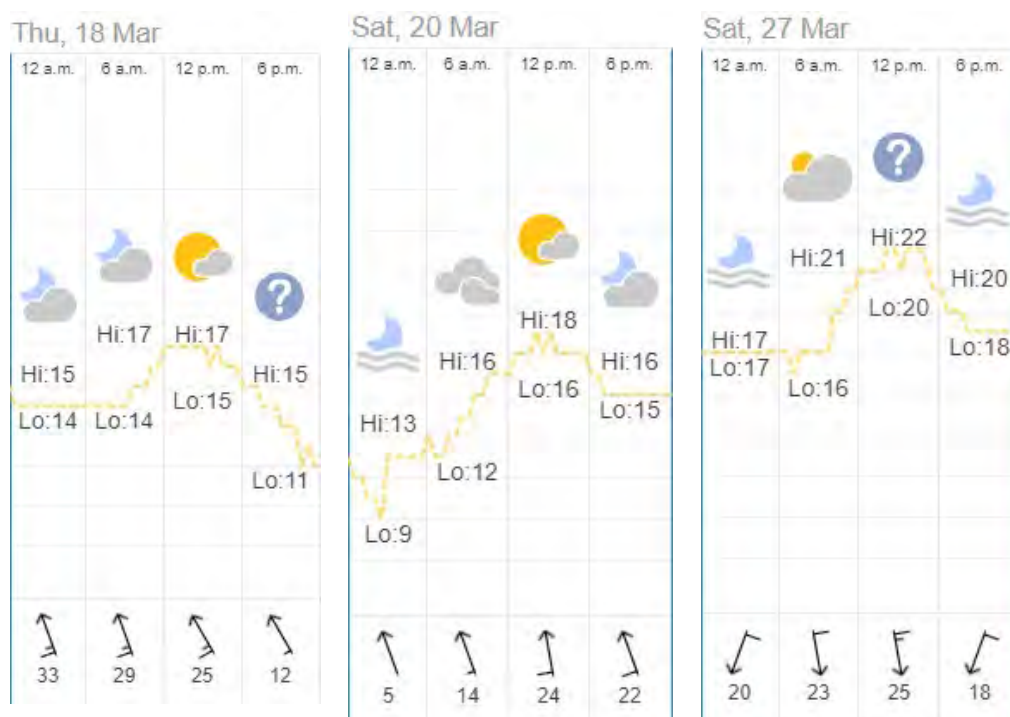


## 1.0 INTRODUCTION

This report outlines the Evans Bay Yacht Club and boat ramp parking survey carried out by Stantec in March 2021. The surveyed area includes the marina carpark and boat ramp carpark. The results from the survey provide information on the occupancy of the boat ramp and marina carpark during a normal weekday, a weekend day during a sailing event (Saturday 20 March was targeted as it was during the weekend of the annual club regatta), and a normal weekend day. Fine weather was recorded on all survey days.

## 2.0 METHODOLOGY

One surveyor conducted the surveys on Thursday 18, Saturday 20 and Saturday 27 of March. **Figure 2-1** shows the weather on these days.



**Figure 2-1. Wellington weather observed on the days of surveys** (source: www.timeanddate.com)

The surveyor recorded partial number plates of vehicles parked within the survey area using a tablet. Vehicles were recorded in the following categories:

- Standard vehicles;
- Vehicle + Trailer;
- Vehicle + Trailer + Boat;
- Trailer/Boat only; and
- Campervan/van.

Campervans and vans have been recorded to capture instances of campers parking in the marina carpark instead of the freedom camping area to the south. The survey area was divided into 8 zones based on parking type and location, as shown in **Table 2-1**, and in **Figure 2-2**.



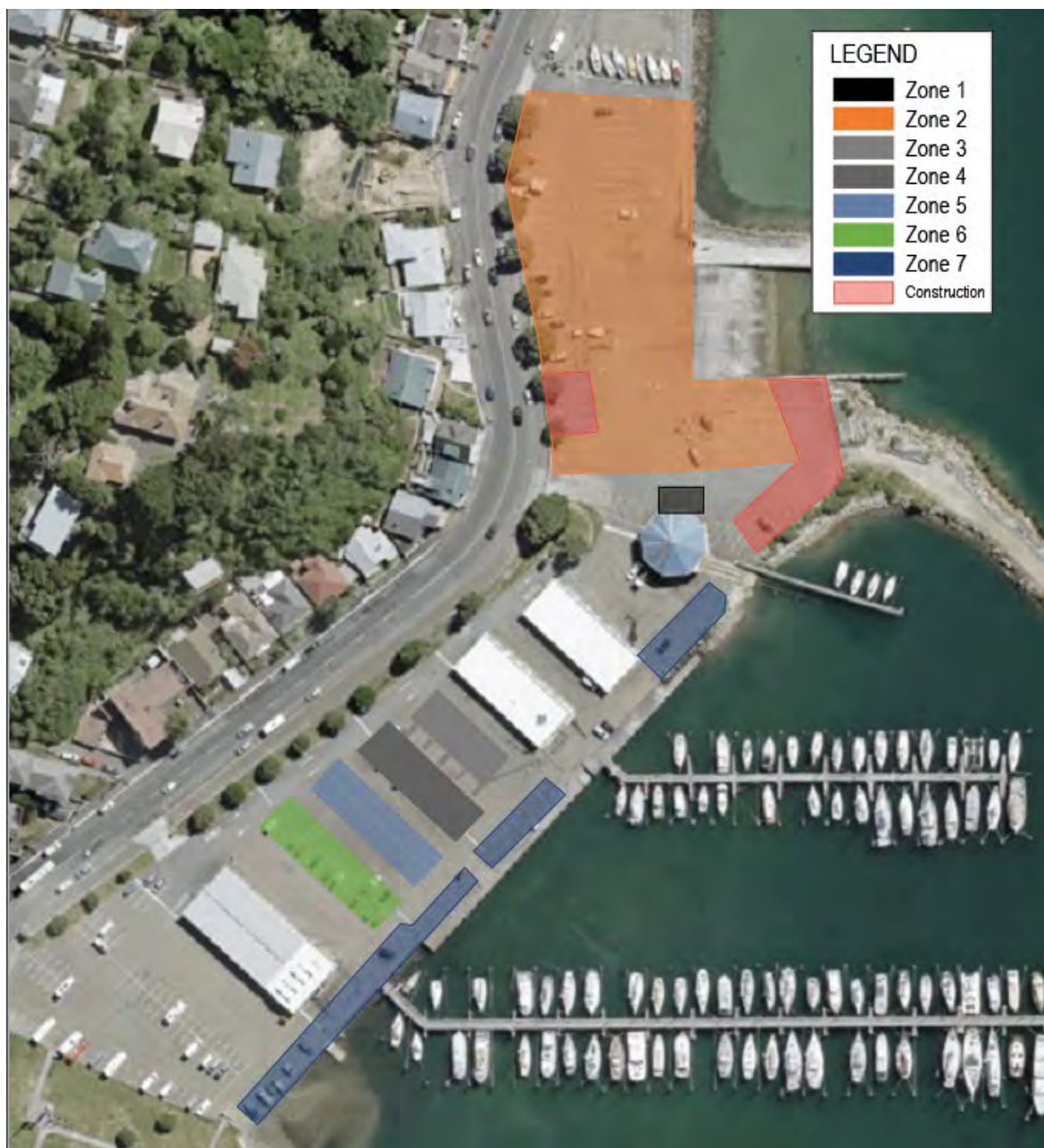
**WELLINGTON CITY COUNCIL  
EVANS BAY YACHT CLUB PARKING SURVEYS**

**Table 2-1. Survey zone locations, parking types, and capacities.**

<b>Zone</b>	<b>Site</b>	<b>Type</b>	<b>Number of Spaces</b>
1	Boat ramp	Regular Parks	4
2	Boat ramp	Trailer Parks	43
3	Marina – Block 1	Regular Parks	26
4	Marina – Block 2	Regular Parks	28
5	Marina – Block 3	Regular Parks	30
6	Marina – Block 4	Regular Parks	32
7	Marina – Waterfront	Regular Parks	42
8	Evans Bay Parade	On street (only vehicles with trailers recorded)	-
<b>Total</b>			<b>205</b>







**Figure 2-2. Survey and Zone areas**

The boat ramp carpark consists of both regular sized parking spaces, and double length trailer parking spaces. When calculating the occupancy of this carpark it is assumed that the trailer park spaces have capacity for two vehicles, or one vehicle with a trailer. Similarly, it is assumed that vehicles with trailers parking in the central marina carparks take up two spaces.

Surveys were carried out three times per day at 8m, 12pm and 4pm.

Instances of informal parking were also recorded (vehicles not parked in a marked space) with a description of how the vehicle was parked. These vehicles have been included in the occupancy results, grouped into the nearest zone.

During the survey, several trailer parking spaces in the boat ramp carpark (Zone 2) were being used for construction storage, marked by the red shading on Figure 2-2. These spaces have not been included in the capacity of the carpark.



### 3.0 SURVEY RESULTS AND ANALYSIS

#### 3.1 OCCUPANCY

Occupancy of the carpark during the three survey periods is shown in **Figure 3-1**, **Figure 3-2** and **Figure 3-3**, represented as a percentage of total capacity being occupied. Detailed results from the surveys, including the number of freedom camping vehicles, can be found tabulated in **Appendix A**. No instances of vehicles with trailers were recorded on Evans Bay Parade and thus this on street parking zone has been removed from the figures.

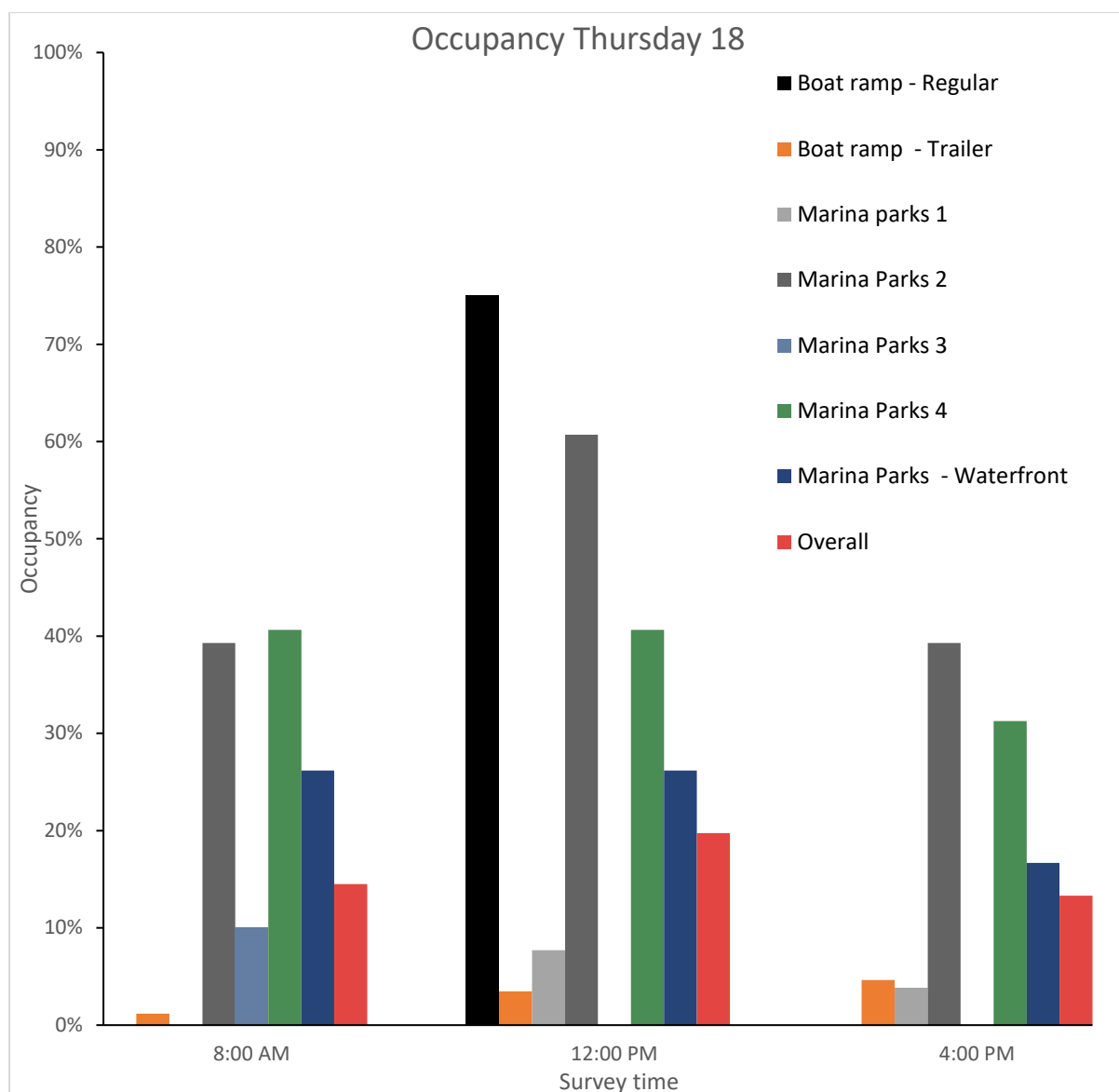


Figure 3-1. Weekday (Thursday 18th March) carpark occupancy



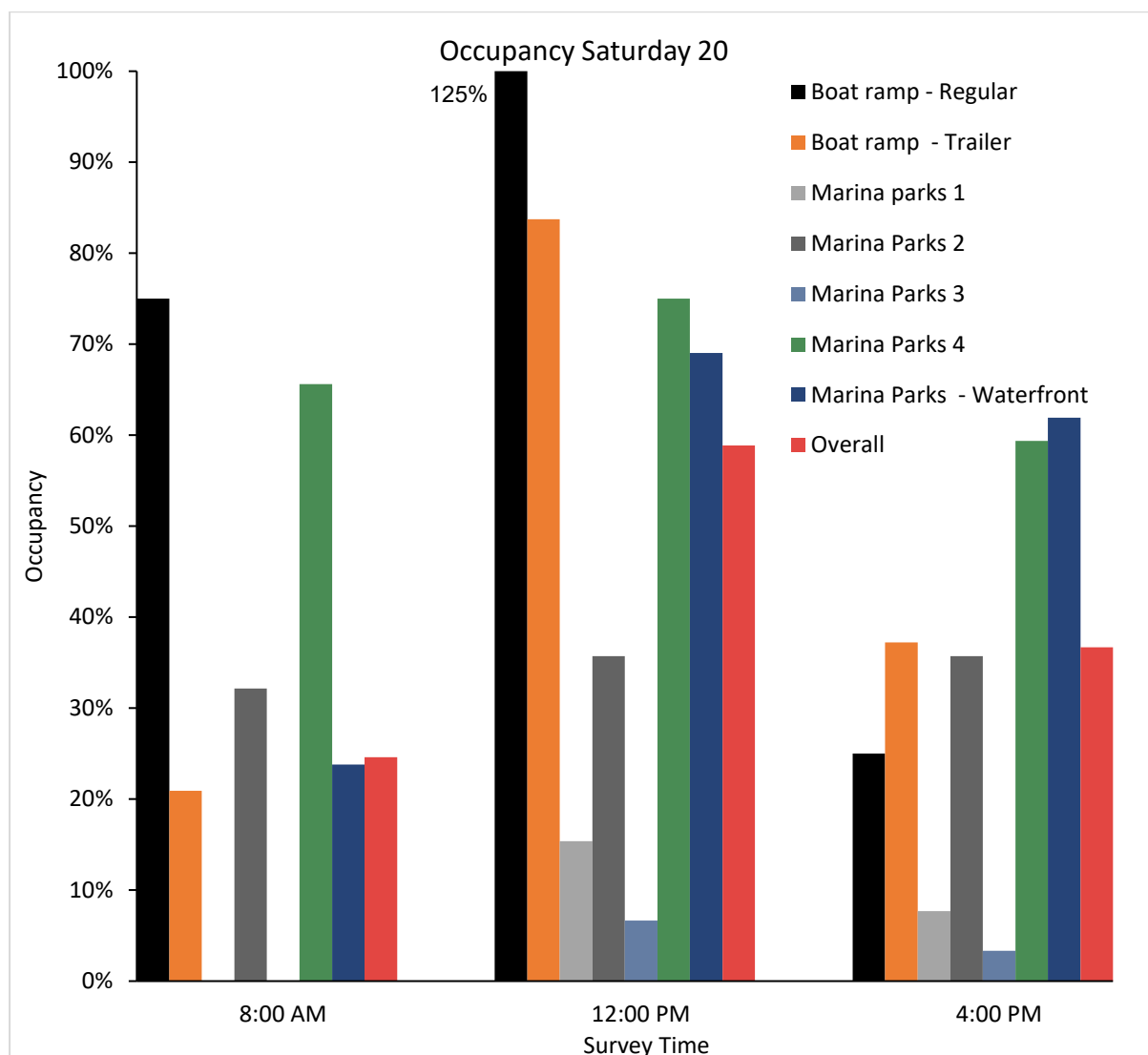


Figure 3-2. Annual Regatta Weekend (Saturday 20th March) carpark occupancy

The boat ramp regular parks (Zone 1) show an occupancy of 125% as all four spaces were occupied and an extra vehicle was parked informally next to the parking spaces.





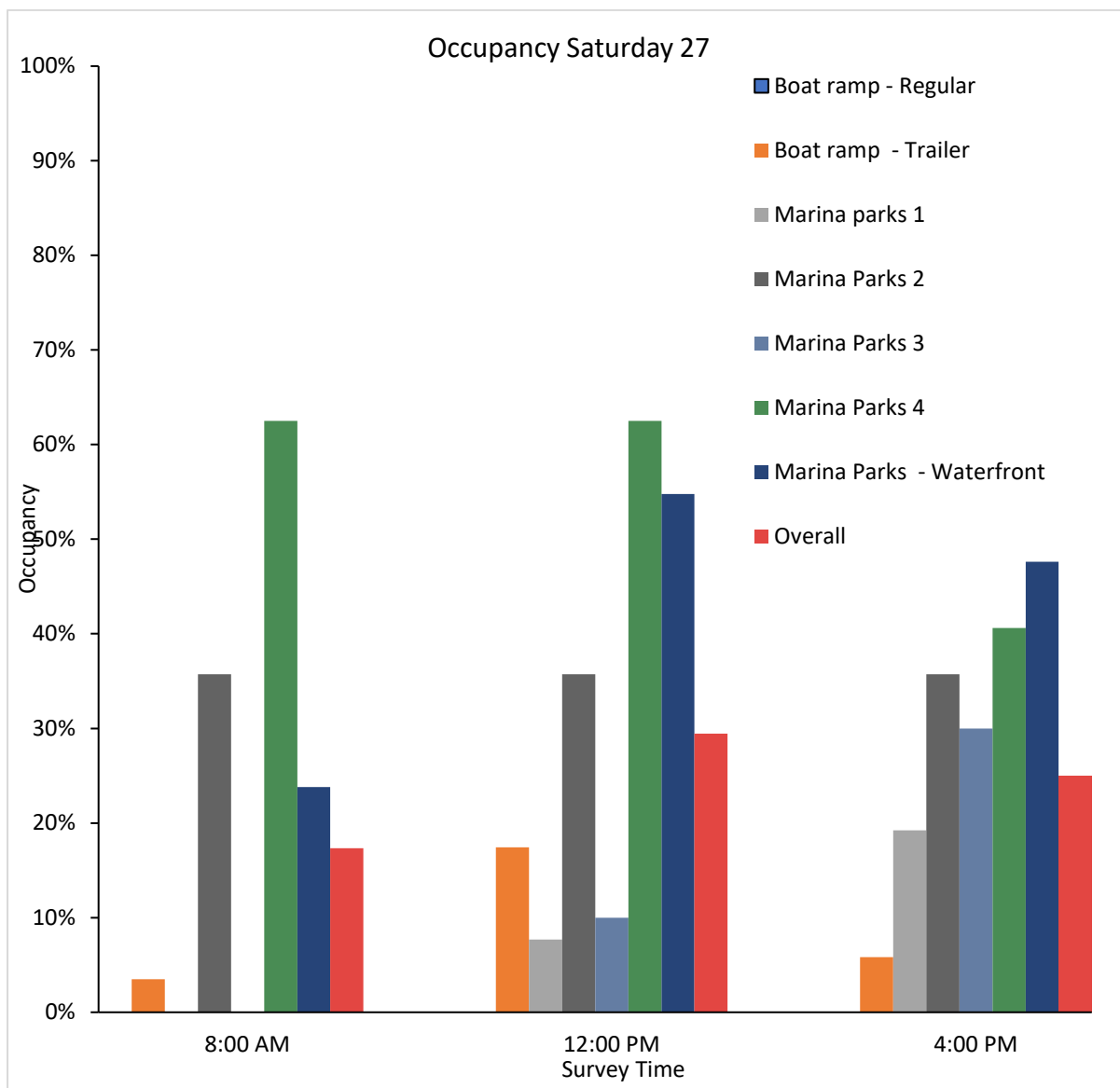


Figure 3-3. Weekend (Saturday 27th March) carpark occupancy



## 3.2 INFORMAL PARKING

Instances of informal parking were recorded during the survey. The total number of informally parked vehicles over each survey period is shown in **Table 3-1**. A description of the way these vehicles were parked is outlined below.

**Table 3-1. Number of informally parked vehicles during each survey period**

Thursday 18 <sup>th</sup> March			Saturday 20 <sup>th</sup> March			Saturday 27 <sup>th</sup> March		
8 am	12 pm	4 pm	8 am	12 pm	4 pm	8 am	12 pm	4 pm
2	0	2	1	9	4	3	5	5

On Thursday 18, all four of the informally parked vehicles were seen between the two shed buildings in the center of the carpark. One of these vehicles had a trailer with a boat that was being cleaned using the nearby hose.

On Saturday 20, one vehicle observed in the morning was parked between the fenced off construction areas on the east of the site. Of the nine vehicles observed at 12 pm, six of these were vehicles parked along the frontage of the shed/coastguard buildings, two were vehicles with trailers parked informally in the boat ramp carpark, and a large truck and trailer was parked on yellow lines on the south edge of the marina carpark. During the 4 pm survey, one of the observed vehicles was a tractor with a trailer parked on the yellow hatch to the east of the coastguard building, and the other three vehicles were parked along the shed/coastguard building frontages.

On Saturday 27, a freedom camping van was parked near the eastern construction area throughout the day. The other two vehicles in the morning were parked between the shed buildings. At 12 pm, along with the freedom camper van, three vehicles were parked along the frontage of the shed buildings, and the tractor + trailer was again parked on the yellow hatching. At 4 pm the five vehicles consisted of the freedom camper van two vehicles parked in the roadway in the boat ramp carpark, and two vehicles parked around the shed building frontages.

A total of 31 informally parked vehicles were recorded throughout the surveys, 20 of which were vehicles parking around the frontage of the shed/coastguard buildings. Other informally parked vehicles were typically vehicles with or without trailers parking near the boat ramp.



## 4.0 CONCLUSION

This report summarises the results of a parking occupancy survey carried out at the Evans Bay Parade yacht club boat ramp and marina carparks. Surveys were carried out over three days to capture how trends change throughout a regular week, as well as during a day with an event being held at the yacht club. The results show that the overall occupancy of the carparks is around 15%-30%, increasing to around 60% during a club event. As expected, a large proportion of this increase is seen in the boat ramp trailer parks.

Instances of informal parking was captured, which indicated the majority of informal parking occurs near the storage sheds, despite there being ready availability of parking within the overall parking supply.

There were no instances of vehicle or trailer parking spillover to the on-street areas on Evans Bay Parade.





## Appendix A SURVEY DATA



## Weekday

18 March, 2021

Zone	8:00:00							12:00:00							16:00:00							
	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	
1 - Boat Ramp Regular	0	0	0	0	0	0	0%	3	0	0	0	0	3	75%	0	0	0	0	0	0	0	0%
2 - Boat Ramp Trailer	1	0	0	0	0	1	1%	3	0	0	0	0	3	3%	4	0	0	0	0	4	5%	
3 - Marina Block 1	0	0	0	0	0	0	0%	1	0	0	0	1	2	8%	1	0	0	0	0	1	4%	
4 - Marina Block 2	0	0	0	11	0	11	39%	3	0	0	12	2	17	61%	0	0	0	11	0	11	39%	
5 - Marina Block 3	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
6 - Marina Block 4	13	0	0	0	0	13	41%	12	0	0	0	1	13	41%	9	0	0	0	1	10	31%	
7 - Marina Waterfront	11	0	0	0	0	11	26%	9	0	0	0	2	11	26%	5	0	1	0	0	6	17%	
8 - On street parking	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	
Combined	25	0	0	11	0	36	15%	31	0	0	12	6	49	20%	19	0	1	11	1	32	13%	

## Event Weekend

20 March, 2021

Zone Number	8:00:00							12:00:00							16:00:00						
	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy
1 - Boat Ramp Regular	3	0	0	0	0	3	75%	5	0	0	0	0	5	125%	1	0	0	0	0	1	25%
2 - Boat Ramp Trailer	3	7	0	1	0	11	21%	17	27	0	1	0	45	84%	7	12	0	1	0	20	37%
3 - Marina Block 1	0	0	0	0	0	0	0%	3	0	0	0	1	4	15%	0	0	0	1	1	2	8%
4 - Marina Block 2	0	0	0	9	0	9	32%	0	0	0	10	0	10	36%	0	0	0	10	0	10	36%
5 - Marina Block 3	0	0	0	0	0	0	0%	2	0	0	0	0	2	7%	1	0	0	0	0	1	3%
6 - Marina Block 4	20	0	0	1	0	21	66%	20	1	0	1	1	23	75%	18	0	0	1	0	19	59%
7 - Marina Waterfront	10	0	0	0	0	10	24%	29	0	0	0	0	29	69%	26	0	0	0	0	26	62%
8 - On street parking	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%
Combined	36	7	0	11	0	54	25%	76	28	0	12	2	118	59%	53	12	0	13	1	79	37%

## Non-event weekend

27 March, 2021

Zone Number	8:00:00							12:00:00							16:00:00						
	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy	Vehicles	Vehicles + Trailers	Vehicles + Boats	Boat / Trailer only	Campervan / van	Total	% Occupancy
1 - Boat Ramp Regular	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%
2 - Boat Ramp Trailer	2	0	0	1	0	3	3%	7	3	0	1	1	12	17%	4	0	0	0	1	5	6%
3 - Marina Block 1	0	0	0	0	0	0	0%	0	0	0	0	2	2	8%	2	0	0	0	3	5	19%
4 - Marina Block 2	0	0	0	10	0	10	36%	0	0	0	10	0	10	36%	0	0	0	10	0	10	36%
5 - Marina Block 3	0	0	0	0	0	0	0%	2	0	0	1	0	3	10%	7	0	0	1	1	9	30%
6 - Marina Block 4	19	0	0	1	0	20	63%	16	0	0	1	3	20	63%	10	0	0	0	3	13	41%
7 - Marina Waterfront	10	0	0	0	0	10	24%	22	0	0	0	1	23	55%	17	0	0	0	3	20	48%
8 - On street parking	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0%
Combined	31	0	0	12	0	43	17%	47	3	0	13	7	70	29%	40	0	0	11	11	62	25%

# CREATING COMMUNITIES

---

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of belonging. That's why at Stantec, we always **design with community in mind.**

We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

**New Zealand offices:**

Alexandra, Auckland, Balclutha, Christchurch, Dunedin,  
Gisborne, Greymouth, Hamilton, Hastings, Napier,  
Nelson, Palmerston North, Queenstown, Tauranga,  
Wellington, Whangārei

**Stantec**

Level 15, 10 Brandon Street  
Wellington Central, Wellington 6011 New Zealand  
PO Box 13-052, Armagh, Christchurch, 8141  
[www.stantec.com](http://www.stantec.com)







---

## **SUBMISSION ON NATIONAL EMISSION REDUCTION PLAN - DISCUSSION DOCUMENT**

---

### **Kōrero taunaki**

### **Summary of considerations**

#### **Purpose**

1. This report to Pūroro Āmua - Planning and Environment Committee seeks agreement for the attached submission to be sent to the Ministry for the Environment by Friday 26 November.

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
  - People friendly, compact, safe and accessible capital city
  - Innovative, inclusive and creative city
  - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
  - Affordable, resilient and safe place to live
  - Safe, resilient and reliable core transport infrastructure network
  - Fit-for-purpose community, creative and cultural spaces
  - Accelerating zero-carbon and waste-free transition
  - Strong partnerships with mana whenua

#### **Relevant Previous decisions**

#### **Significance**

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.

#### **Financial considerations**

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

2. There are no financial implications to council as part of making this submission.

#### **Risk**

- Low       Medium       High       Extreme

3. No risks identified.

Author	Henry Peach, Principle Advisor, Zero Carbon
Authoriser	Liam Hodgetts, Chief Planning Officer

---

## Taunakitanga

### Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua - Planning and Environment Committee:

- 1) Review the attached draft Council submission to the Ministry for the Environment (the Ministry) on its discussion document on the national emission reduction plan.
- 2) Agree that the attached document be submitted to the Ministry by end of day Friday 26 November 2021.

## Whakarāpopoto

### Executive Summary

4. The attached submission puts forward the Council's views on the discussion document release by government to inform a final national emission reduction plan.
5. The discussion document can be found here <https://environment.govt.nz/assets/publications/Emissions-reduction-plan-discussion-document.pdf>
6. The government is required to prepare an emission reduction plan under the Climate Change Response Act 2002. A final plan will be released by the government in May 2022. Ahead of the release of this plan the government has released a discussion document for public consultation.
7. The discussion document includes:
  - a. the emission budgets the government proposed to adopt from 2022 to 2035
  - b. some policies that could help achieve these budgets
  - c. analysis of the emission reduction potential of a some of these policy ideas.
8. The discussion document states that the government has made an in-principle decision to accept the emissions budgets proposed by the Climate Change Commission.
9. The document falls short of providing a full list of policy ideas sufficient to achieve the emissions budgets the government proposes it will adopt. It instead asks for more policy ideas from submitters.
10. Most of the comments we make in our submission repeat statements the council has made in previous submissions. This is because there are few new ideas in the discussion document beyond what has been proposed in previous consultations from the Climate Change Commission or individual government departments. You will notice that to save time we have simply linked to our previous submissions to answer many questions.
11. We have presented new feedback to the Ministry in response to their questions on:
  - a. the principles of the plan (see question 1)
  - b. the role of local government in the plan (see question 5)
  - c. policies to reduce emissions from transport (see from question 52);



d. policies to reduce emission from waste (see from question 90)

12. The transport and waste sections were the most advanced in terms of new policy thinking.

### **Kōwhiringa**

#### **Options**

13. The options for councillors are to:

- a. Submit the attached draft submission unchanged
- b. Submit an amended version of the submission
- c. Make no submission.

### **Whai whakaaro ki ngā whakataunga**

#### **Considerations for decision-making**

14. If councillors choose option b please be aware that officials have only until close of play Friday 26 November to submit. This is already an extension from the official deadline of November 24.

#### **Engagement and Consultation**

15. Our submission reflects community views communicated during the community consultation on Te Atakura – First to Zero

#### **Implications for Māori**

16. This discussion document effectively re-consults on the Climate Change Commission's proposal for how the Crown should engage with Maori. It proposes no new ideas or commitments from government in this area. The Commission recommended the inclusion of Te Tiriti principles in the Emission Reduction Plan as well as the co-development of several national-level emission reduction strategies with Maori.
17. We have reinforced our support for the Commission's recommendations in our submission.

#### **Financial implications**

18. There are no Financial implications to council as part of making this submission.

#### **Legal considerations**

19. We are not aware of any legal risks to council by making this submission.

#### **Risks and mitigations**

20. None.

#### **Disability and accessibility impact**

21. There are no direct disability and accessibility impacts from making this submission.

---

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

22. This submission is intended to positively influence central government policy to deliver stronger climate action.

### **Communications Plan**

23. We will put our submission up on our website.

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



24. N/A.

### **Ngā mahinga e whai ake nei**

### **Next actions**

25. This submission will be sent to the Ministry for the Environment and shared with other councils.

### **Attachments**

- Attachment 1. Cover letter for submission   
Attachment 2. Submission Q&A 

---

26 November 2021

Attn: Ministry for the Environment  
Environment House  
Wellington 6143

**Wellington City Council submission on Te hau marohi ki anamata, Transitioning to a low-emissions and climate-resilient future**

The Wellington City Council (WCC) welcomes the opportunity to provide further input into the development of the government's first national emission reduction plan.

This will be a critical document for guiding New Zealand's transition to a zero-carbon society. As a country we need a clear vision and road map to achieve our 2030 and 2050 goals. Clear expectations will allow us all to understand our role - be it household, business, local government - in this collective endeavour.

Wellingtonians are ready to be part of the solution. The more we can be supported to act by central government the more we can do. Wellington City's own climate goals are to cut emissions by 57% by 2030 and to net-zero by 2050. These targets are in line with our resident's level of ambition. 77 percent of [Wellingtonians tell](#) us they are "very concerned" about the impact of climate change on Wellington, and 91 percent say they are prepared to take action to reduce emission no matter what.

As a city we have already started doing what we can to set a path to net-zero.

We already have the advantage of our compact urban and highly utilised rail and bus network. We are building on this advantage by:

- focusing new development within walking distance of the city and public transport routes (via our a spatial plan and District Plan review);
- investing in new mass rapid transit lines through the city as part of Let's Get Wellington Moving;
- opening up the Golden Mile to people and prioritising the movement of buses, bikes and pedestrians;
- investing \$220m in a city-wide bike network so by 2030 Wellingtonians will have the freedom to bike from suburb to city and to over 70 locals schools;
- investigating a new plan to create a low-traffic central city to reduce emission and bring more people into the heart of the city.

We are ambitious and willing to do our bit to cut emissions. But our ability to act and meet the scale of change needed also requires much greater central government action and coordination.

For example, central government could allow us to be more ambitious by setting carbon budgets that require far greater domestic emission reductions to achieve our 2030 target. The government's plan to meet two thirds of its 2030 target via offshore credits, has the potential to limit our city's goal of reducing gross emission by 57 percent in the same timeframe.

Central government and this Emission Reduction Plan should help to coordinate action across the country. National targets are useful, but it needs to be much clearer what role each region must play to meet our country-wide targets. Smaller councils in particular need support to measure and target emission reductions. Government needs to provide clear and strong direction to all local authorities if it expects 78 separate authorities to move in the same direction, at pace, toward zero emissions.



---

Central government must be clear about how local government can fund and regulate for climate action. Various funding and regulatory settings -

for example the constraint on funding for sustainable transport modes and the current prohibition on congestion charging - leave us waiting for central government to take the first step so we can act.

Finally, we need central government to properly resource its own climate agenda. No other part of New Zealand society has access to the resources and capability of central government. Unfortunately, the draft discussion document makes clear that many parts of government cannot articulate a clear or sufficient transition plan for their sector, because the work has simply not been done. This is a legacy of successive governments, CEOs, and public attitudes towards the importance of this work, but it is something that Ministers and CEOs in charge today have the power to change.

We would welcome the opportunity to work with central government on how it can best support local government to deliver on this plan. Please do not hesitate to reach out to our Climate Change Response team via [alison.howard@wcc.govt.nz](mailto:alison.howard@wcc.govt.nz).

Yours sincerely

Andy Foster  
**Mayor of Wellington**

## **DRAFT Wellington City Council submission on *Te hau marohi ki anamata, Transitioning to a low-emissions and climate-resilient future***

The submission responds to the questions set out in the Ministry for the Environment discussion document which can be found here: <https://environment.govt.nz/assets/publications/Emissions-reduction-plan-discussion-document.pdf>

In this submission we make reference to comments made in past Wellington City Council submissions on climate policy. This includes the following submissions:

- The WCC submission on the Climate Commission’s draft advice
  - <https://wellington.govt.nz/-/media/environment-and-sustainability/environment/files/consultation-question-and-answer-table.pdf?la=en&hash=6C2E1D7D5C4CD65AFA7DC279024C02AE96AD239E>
- The WCC submission on Hikina te Kohupara – Transport Emission Pathways to Net Zero
  - <https://wellington.govt.nz/-/media/environment-and-sustainability/climate-change/files/submission-on-hkina-te-kohupara--transport-emission-pathways-to-net-zero-by-2050.pdf?la=en&hash=EEA402D21BFD02DCAA22D08D8CD549C4D29E4B76>
- The WCC submission on the Select Committee inquiry into congestion pricing in Auckland
  - <https://wellington.govt.nz/-/media/environment-and-sustainability/climate-change/files/submission-on-inquiry-into-congestion.pdf?la=en&hash=CD10EAF74F52262133EBF1B9D0924F68A2057067>

### **Transition pathway**

1. Do you agree that the emissions reduction plan should be guided by a set of principles? If so, are the five principles set out above the correct ones? Please explain why or why not?

Yes. We support the principles, which are generally well articulated, with two comments.

We have concerns about the word “affordable” in final principle:

- "A clear, ambitious and affordable path"

The description does not provide clarity on what is meant by “affordable” or what would determine whether a path or policy were affordable. If this is not clarified it could well be assumed that affordability is measured relative to BAU, rather than the forecast impacts of a warmer destabilised world.

We suggest changing this word to “cost effective” and clarifying that NZ will adopt the most cost-effective pathways, while balancing this with the desire to maximise co-benefits. This will hopefully clarify that government is trying to choose between different paths to net zero, not between action and inaction.

We also question if the term “affordable” is actually intended to mean something else, like “publicly or politically acceptable”. This seems reasonable to assume given Ministers frequently comment about “the need to take people with us”. A public acceptability criterion is clearly applied to various climate decisions, such as excluding various policy ideas from this discussion document. Public acceptability is not an unreasonable criterion and should influence the design of policy that we want to be long-lasting. Officials could try to create broad criteria to define publicly acceptability. This

could encourage policy makers to give greater consideration to public buy-in when designing policy, to think about the real psychological barriers to change, how behavioural insights can help overcome them, and how policies can be effectively communicated.

In addition, this bullet point needs clarification that hard-to-do abatement should also be started now:

- “use commercially available, low-emissions technology now, while fostering ambition, knowledge and innovation”.

We suggest clarifying this principle by adding a bullet point along the lines of:

- support central and local government to begin high-cost, labour-intensive abatement investments early in order to spread the cost and resourcing over time.

The current wording could be interpreted to mean that the government’s approach is to target low-cost, low-hanging fruit first and leave the high-cost, hard-to-do emission abatement measures to the future. We note that this has been the traditional approach in central government. While this approach makes sense in some areas, it should not be universally applied. This logic assumes that in the future the carbon price will justify higher cost measures or that new technology (supported by R&D) will make currently expensive abatement cheaper.

In some circumstances, however, delay simply further increases the cost and challenge of abating emissions. Any abatement measure that requires a significant infrastructure investment or large labour force could fall into this category. For example, building the core parts of a rapid transit network or retrofitting existing building stock to lift energy efficiency. In these instances, waiting until a carbon price is high enough to justify investment means compressing all this investment into a much narrower window. This in turn pushes up the cost of materials and labour and leaves little time to build domestic expertise. Instead, if we began planning to deliver these types of investment over the next 15-30 years this would allow time to develop:

- a sufficient domestic workforce
- a competitive number of local suppliers
- expertise in NZ-based delivery
- relationships and sources for low-cost materials.

2. How can we enable further private sector action to reduce emissions and help achieve a productive, sustainable and inclusive economy? In particular, what key barriers could we remove to support decarbonisation?

Clear stable ambitious policy positions that are durable over time. Ambition is important, as that enables businesses and organisations who want to take strong action to do so, knowing that their competitors will also be required to act.

3. In addition to the actions already committed to and the proposed actions in this document, what further measures could be used to help close the gap?

We have provided some constructive suggestions on a sector-by-sector basis in our answers to the questions that follow.



We note, however, that it is difficult to provide constructive ideas for additional policies as this discussion document does not succinctly articulate why various ideas put forward by the Climate Commission, Productivity Commissions, or submissions on other climate discussion documents, have not been adopted by central government.

Businesses, councils, NGOs and individual citizens have submitted multiple times in recent years offering policy ideas for central government climate policy. At this point it does not seem reasonable to put the onus back on the public to once again provide the policy ideas, and complete the government's emission reduction plan. Central government agencies are the only organisations that are resourced sufficiently to appropriately answer most of the questions in this discussion document. We are disappointed that more work by those agencies has not been presented for feedback.

#### 4. How can the emissions reduction plan promote nature-based solutions that are good for both climate and biodiversity?

By providing funding for these solutions. Also see the answer to question three. If you're referring specifically to growing carbon offsets, create incentives for mixed planting of exotic hardwoods mixed with native regeneration to create fast carbon sinks that transition to native forestry over time.

#### 5. Are there any other views you wish to share in relation to the Transition Pathway?

##### Emission budgets

As per our submission to the Climate Commission, our preference would be to see deeper cuts in emissions over the 15 years covered by the proposed budgets. This would support Wellington City Council's (WCC) own climate action plan, Te Atakura, which is strongly reliant on the actions of central government to drive the changes our city requires. We do not believe the proposed budget levels set New Zealand on a path to contributing its fair share to limiting warming to 1.5°C. There is a risk that they place us in a future position of being overly reliant on offshore mitigation and borrowing. Our expectation is that government set ambitious budget levels in proportion to the significance of the climate emergency declared by the government. We ask that government revisits the budget levels to deliver a larger proportion of cuts over the next 15 years.

##### Role of local government

As a council we would benefit from clearer guidance about the role local government is expected to play in reducing emissions. Statements about central and local government needing to work together, while true, are vague and risk resulting in each party doing nothing while expecting the other to act. For example, to what extent will councils be responsible for abating emissions generated by land use change and transport? Will we be expected to plan, incentivise, and fund changes to infrastructure to achieve emission reduction? Will we be liable for not meeting emission reductions? Will we be required to produce emission reduction plans?

Local government would also benefit from an understanding of central government's expectations on how emission reductions will be regionally distributed. For example, will Wellington and Southland both be expected to reduce carbon emissions or vehicle kilometres travelled at the same rate, or will this differ based on the relative concentration of such factors such as urban density and agricultural emissions?

Councils with limited resource and experience in emissions reductions would benefit from guidance from central government on:

- how to set emission reduction target for their districts, aligned with national targets (preferably a science based-target using the One Planet City Challenge methodology<sup>1</sup>)
- Measuring emissions based on the Global Protocol for Community Scale Greenhouse Gas Emission Inventories<sup>2</sup>
- How to forecast regional/city emission in a consistent manner with other regions/cities;
- What regulatory levers already exist to reduce emission in their jurisdictions; and
- Best practice behaviour-change and communication practice.

This is something that Wellington City Council staff would be happy to work with MfE on.

### **National direction and funding for local government**

Much stronger national direction will be needed to achieve the proposed targets in this document. To achieve these emission reduction goals we need every local authority moving in a unified direction, at pace, starting as soon as possible. It seems very unlikely that this will happen across 78 separate local authorities without direction from central government.

This could involve central government providing clearer direction to local authorities about the need for:

- Regional emission reduction plans
- Regional emission reduction targets
- Regional VKT reduction targets
- Required levels of service for public transport, cycling infrastructure.

### **Adaptation/resilience**

6. Which actions to reduce emissions can also best improve our ability to adapt to the effects of climate change?

No comment

7. Which actions to reduce emissions could increase future risks and impacts of climate change, and therefore need to be avoided?

No comment

### **Working with Te Tiriti Partners**

8. The Climate Change Commission has recommended that the Government and iwi/Māori partner on a series of national plans and strategies to decarbonise our economy. Which, if any, of the strategies listed are a particular priority for your whānau, hapū or iwi and why is this?

---

<sup>1</sup> Current best practice is to set a science-based target, which is a methodology developed by the Science Based Target Initiative to ensure that each sector of the economy is doing their part, that targets are equitable, and likely to meet the Paris Agreement ambition of limiting global warming to 1.5 degrees. WCC has used the One Planet City Challenge (OPCC) methodology, as outlined in the SBTi's City Guidance document. SBTs-for-cities-guide.pdf (sciencebasedtargetsnetwork.org)

<sup>2</sup> <https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities>

No comment

9. What actions should a Māori-led transition strategy prioritise? What impact do you think these actions will have for Māori generally or for our emission reduction targets? What impact will these actions have for you?

No comment

10. What would help your whānau, community, Māori collective or business to participate in the development of the strategy?

No comment

11. What information would your Māori collective, community or business like to capture in an emissions profile? Could this information support emissions reductions at a whānau level?

No comment

12. Reflecting on the Commission's recommendation for a mechanism that would build strong Te Tiriti partnerships, what existing models of partnership are you aware of that have resulted in good outcomes for Māori? Why were they effective?

In our view a by Māori for Māori or Māori-led approach (as per the recommendations of the Commission) will always be the best approach to design good outcomes for Māori. In this case, it's means mana whenua and Māori being actively supported to participate in the design process right from the beginning of this transition.

Please refer to the comments we made supporting the Climate Commission's recommendations in this area in our submission to the Commission particularly on pages 3 and 7.

### Equitable transition

13. Do you agree with the objectives for an Equitable Transitions Strategy as set out by the Climate Change Commission? What additional objectives should be included?

Yes.

14. What additional measures are needed to give effect to the objectives noted by the Climate Change Commission, and any other objectives that you think should be included in an Equitable Transitions Strategy?

We support the development of a strategy. Presumably this process will identify the scale of the challenge and what measures are then needed.

As per [our submission](#) to the Climate Commission (see page7) we support localised transition planning and are glad to see that included (at a high level) here.

We are concerned, however, by the lack of progress by government in providing detail of what this might look like. We would have assumed this work would have at least been scoped already by MBIE or Treasury.

15. What models and approaches should be used in developing an Equitable Transitions Strategy to ensure that it incorporates and effectively responds to the perspectives and priorities of different groups?



Please see further comments in our [submission to the Climate commission](#), specifically pages 7-8

16. How can Government further support households (particularly low-income households) to reduce their emissions footprint?

Please see further comments in our [submission to the Climate commission](#), specifically pages 7-8

17. How can Government further support workers at threat of displacement to develop new skills and find good jobs with minimal disruption?

Please see further comments in our [submission to the Climate commission](#), specifically pages 7-8

18. What additional resources, tools and information are needed to support community transition planning?

Please see further comments in our [submission to the Climate commission](#), specifically pages 7-8

19. How could the uptake of low-emissions business models and production methods be best encouraged?

Please see further comments in our [submission to the Climate commission](#), specifically pages 7-8

20. Is there anything else you wish to share in relation to making an equitable transition?

The ERP should clarify the ongoing role of the Just Transitions Unit, which does not appear to be mentioned in this document.

Please see further comments in our [submission to the Climate commission](#), specifically pages 7-8

### **Government accountability and coordination**

21. In addition to the Climate Change Commission monitoring and reporting on progress, what other measures are needed to ensure government is held accountable?

We would recommend attaching delivery dates to various measures in the ERP so the public and Ministers can hold departments accountable for delivery. This should be done for initiatives at both the implementation or investigation stage. There is a risk that without a commitment to deliver it by a specific date much of the work will be left to the final year of the five-year budget.

We agree that Ministries will need much greater increased modelling capability to understand the impact of various policies. These results should be progressive input into the ERP so that the public can more easily hold government to account on the sufficiency of its plan.

22. How can new ways of working together, like mission-oriented innovation, help meet our ambitious goals for a fair and inclusive society and a productive, sustainable and climate resilient economy?

No comment

23. Is there anything else you wish to share in relation to government accountability and coordination?

Accountability - It would be useful if the final Emissions Reduction Plan included a table of the Climate Change Commissions advice with the government's response, to enable transparency as to whether the government has taken on board the advice, or proposed alternative policy settings.

### **Finance**

24. What are the main barriers or gaps that affect the flow of private capital into low emissions investment in Aotearoa?

No comment

25. What constraints have Māori and Māori collectives experienced in accessing finance for climate change response activities?

No comment

26. What else should the Government prioritise in directing public and private finance into low-emissions investment and activity?

No comment

27. Is there anything else you wish to share in relation to funding and financing?

The resource and funding constraints on local government need to be resolved in order for local councils (particularly those that are smaller and less well resourced) to take a more active role in encouraging, promoting, and supporting local actions in their communities, a role they are ideally placed to fulfil due to their strong local relationships.

**Emissions pricing**

28. Do you have sufficient information on future emissions price paths to inform your investment decisions?

Yes.

29. What emissions price are you factoring into your investment decisions?

For transport we use the following from Waka Kotahi. This appears to be broadly aligned with forecast increase in the price of NZUs.

[BACK TO CONTENTS PAGE >>](#)

3. BENEFITS > 3.5 IMPACT OF NOISE AND VIBRATION ON HEALTH

**Table 11: Recommended shadow price of carbon (NZ\$2020 per tonne of CO<sub>2</sub> equivalent)**

Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Low	\$61	\$63	\$64	\$66	\$67	\$69	\$70	\$71	\$73	\$74
High	\$122	\$125	\$128	\$131	\$134	\$137	\$140	\$143	\$146	\$149
Year	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Low	\$76	\$78	\$80	\$81	\$83	\$85	\$87	\$89	\$91	\$93
High	\$152	\$156	\$159	\$163	\$166	\$170	\$174	\$178	\$182	\$186
Year	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Low	\$95	\$97	\$99	\$102	\$104	\$106	\$109	\$111	\$114	\$116
High	\$190	\$195	\$199	\$203	\$208	\$213	\$217	\$222	\$227	\$232

30. Do you agree the treatment of forestry in the NZ ETS should not result in a delay, or reduction of effort, in reducing gross emissions in other sectors of the economy?

Yes, the focus needs to be on reducing gross emissions first, with forestry considered the back-up plan for prohibitively expensive marginal abatement costs.

31. What are your views on the options presented above to constrain forestry inside the NZ ETS? What does the Government need to consider when assessing options? What unintended consequences do we need to consider to ensure we do not unnecessarily restrict forest planting?

No comment

32. Are there any other views you wish to share in relation to emissions pricing?

Please see our comments on emissions pricing in our submission to the [Climate Commission](#), specifically page 16.

### **Planning**

33. In addition to resource management reform, what changes should we prioritise to ensure our planning system enables emissions reductions across sectors? This could include partnerships, emissions impact quantification for planning decisions, improving data and evidence, expectations for crown entities, enabling local government to make decisions to reduce emissions.

It would be useful if government could provide analysis of the potential effects on emissions of the RMA (enabling more housing) Amendment Bill. We query whether enabling new development in locations like Upper Hutt, Kapiti coast, Selwyn district council, will encourage increased traffic and emissions.

34. What more do we need to do to promote urban intensification, support low-emissions land uses and concentrate intensification around public transport and walkable neighbourhoods?

Please refer to the comments we made in our submission to the [Climate Commission](#), specifically pages 12 and 13.

35. Are there any other views you wish to share in relation to planning?

Please refer to the comments we made in our submission to the [Climate Commission](#), specifically pages 12 and 13.

### **Research, science and innovation**

36. What are the big challenges, particularly around technology, that a mission-based approach could help solve?

No comment

37. How can the research, science and innovation system better support sectors such as energy, waste or hard-to-abate industries?

No comment

38. What opportunities are there in areas where Aotearoa has a unique global advantage in low-emissions abatement?

No comment

39. How can Aotearoa grow frontier firms to have an impact on the global green economy? Are there additional requirements needed to ensure the growth of Māori frontier firms? How can we



best support and learn from mātauranga Māori in the science and innovation systems, to lower emissions?

No comment

40. What are the opportunities for innovation that could generate the greatest reduction in emissions? What emissions reduction could we expect from these innovations, and how could we quantify it?

No comment

41. Are there any other views you wish to share in relation to research, science and innovation?

No comment

### **Behaviour change – empowering action**

42. What information, tools or forums would encourage you to take greater action on climate change?

No comment

43. What messages and/or sources of information would you trust to inform you on the need and benefits of reducing your individual and/or your businesses emissions?

No comment

44. Are there other views you wish to share in relation to behaviour change?

Please see comments on behaviour change in page 15 of our [submission to the climate change commission](#).

### **Circular economy**

47. Recognising our strengths, challenges, and opportunities, what do you think our circular economy could look like in 2030, 2040, and 2050, and what do we need to do to get there?

No comment

46. How would you define the bioeconomy and what should be in scope of a bioeconomy agenda? What opportunities do you see in the bioeconomy for Aotearoa?

No comment

47. What should a circular economy strategy for Aotearoa include? Do you agree the bioeconomy should be included within a circular economy strategy?

No comment

48. What are your views of the potential proposals we have outlined? What work could we progress or start immediately on a circular economy and/or bioeconomy before drawing up a comprehensive strategy?

No comment

49. What do you see as the main barriers to taking a circular approach, or expanding the bioeconomy in Aotearoa? Transitioning to a low-emissions and climate-resilient future 53

No comment

50. The Commission notes the need for cross-sector regulations and investments that would help us move to a more circular economy. Which regulations and investments should we prioritise (and why)?

No comment

51. Are there any other views you wish to share in relation to a circular economy and/or bioeconomy?

Please see comments on the circular economy in page 14 of our [submission to the climate change commission](#).

### **Transport**

52. Do you support the target to reduce VKT by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities, and associated actions?

We strongly support the inclusion of a target to reduce VKT. Unlike a mode shift target this will help focus agencies on absolute emission reductions rather than relative emission reductions.

We question why a target of 20 percent was chosen and why the Ministry says this aligns with the Climate Commissions' proposed pathway for transport emissions. [The Ministry of Transport's analysis earlier this year](#) said a VKT reduction of 39% percent by 2035 was needed to achieve the Commissions' emission reduction pathway of 47% for transport (see page 110). In this discussion document it says the Commission only proposes an emissions reduction of 41% for transport. This is confusing.

Given the 50+ year lifespan of transport infrastructure we recommend including a longer-term 2050 VKT target. The Ministry of Transport identified a reduction of 57% by 2050 as necessary.

53. Do you support the target to make 30% of the light vehicle fleet zero-emissions vehicles by 2035, and the associated actions?

Yes and we support the proposed actions. However, it's not clear to us how these actions will achieve this target or whether this target is achievable with supply constraints in the EV market. The [Ministry's analysis](#) (see page 106 and 110) suggests that even by relaxing assumptions around the supply constraint on electric vehicles that would only get you to 27% uptake by 2035. It is important that these targets are backed by policies that can be achieved and are believable. If this target is not achievable due to supply constraints this would suggest the VKT reduction target needs to be more realistic (i.e. higher).

The final ERP would benefit from explaining how the government plans to find additional EV supply and generate additional demand beyond modelled policies. In the first instance we recommend additional demand could be generated by dialling up the settings of the Clean Car policies.

We support the proposed e-bike subsidy scheme but recommend this be made universally available in line with subsidies for electric cars. During the transition away from high levels of car dependence the price of an e-bike will remain prohibitive for both low- and middle-income households. While, an e-bike is cheap relative to a car but most people will initially buy e-bikes to supplement car use so it will be perceived as a significant additional expense.

54. Do you support the target to reduce emissions from freight transport by 25 per cent by 2035, and the associated actions?

We support an emissions reduction target for freight. It is difficult to tell from the information provided whether this is the right level to set the target.

We support the actions in principle, but would like to see the government being more pragmatic about how much investment is needed to achieve this outcome. The level of investment in the current Rail Plan, for example, is focused on maintaining the asset, not achieving a significant step change in mode shift.

55. Do you support the target to reduce the emissions intensity of transport fuel by 15 per cent by 2035, and the associated actions?

Yes

56. The Climate Change Commission has recommended setting a time limit on light vehicles with internal combustion engines entering, being manufactured, or assembled in Aotearoa as early as 2030. Do you support this change, and if so, when and how do you think it should take effect?

This question has been consulted on several times, and our position is still yes, and the end date should be 2030 (or earlier). A car bought in 2030 is likely to be on the road for around 20 years, meaning it will still be around to burn fossil fuels past 2050. Legislating an end date to the importation of fossil fuel cars in 2030 will provide a clear trajectory for the uptake of electric vehicles and reduce dependence on vehicles generally. By signalling this clearly eight years out it give importers, councils and business the necessary time to plan for this eventuality.

57. Are there any other views you wish to share in relation to transport?

Please refer to all the comments we previously made in our [submission to the Climate Commission](#) (pages 7-11) and in our submission on the Ministry of Transport's Hīkina te Kohupara discussion [document](#) and our submission on [the congestion question](#).

In addition we would like to note that the GPS on Land Transport, the National Land Transport Programme, and the NZ Upgrade programme do not align with the direction set out in this discussion document. They likely drive emissions in the opposite direction. We recommend correcting this before the end of 2022 to avoid undermining the national ERP.

### **Energy and industry p.81**

58. In your view, what are the key priorities, challenges and opportunities that an energy strategy must address to enable a successful and equitable transition of the energy system?

No comment

59. What areas require clear signalling to set a pathway for transition? Setting targets for the energy system

No comment

60. What level of ambition would you like to see Government adopt, as we consider the Commission's proposal for a renewable energy target? Phasing out fossil gas while maintaining consumer wellbeing and security of supply

No comment



61. What are your views on the outcomes, scope, measures to manage distributional impacts, timeframes and approach that should be considered to develop a plan for managing the phase out of fossil gas? Decarbonising the industry sector

No comment

62. How can work underway to decarbonise the industrial sector be brought together, and how would this make it easier to meet emissions budgets and ensure an equitable transition?

No comment

63. Are there any issues, challenges and opportunities for decarbonising the industrial sector that the Government should consider, that are not covered by existing work or the Commission's recommendations? Addressing current data gaps on New Zealand's energy use and associated emissions through an Energy and Emissions Reporting scheme

No comment

64. In your view, should the definition of a large energy user for the purposes of the proposed Energy and Emissions Reporting scheme include commercial and transport companies that meet a specified threshold?

No comment

65. We have identified a proposed threshold of 1 kt CO<sub>2</sub>e for large stationary energy users including commercial entities. In your view, is this proposed threshold reasonable and aligned with the Government's intention to meet emissions budgets and ensure an equitable transition?

No comment

66. In your view, what is an appropriate threshold for other large energy users such as transport companies?

No comment

67. Are there other issues, challenges or opportunities arising from including commercial and transport companies in the definition of large energy users for the purposes of the proposed Energy and Emissions Reporting scheme that the Government should consider? Supporting evidence on fleet size and characteristics is welcomed. Supporting development and use of low-emissions fuels

No comment

68. What level of support could or should Government provide for development of low emissions fuels, including bioenergy and hydrogen resources, to support decarbonisation of industrial heat, electricity and transport?

No comment

69. Are there any other views you wish to share in relation to energy?

Please refer to our comment on energy policy in [our submission to the Climate Change Commission](#) (see page 11)

In addition to that comment, we recommend government consider providing support to SME commercial/industrial businesses wanting to decarbonise through fuel switching that don't meet the GIDI or ETA criteria. We frequently received feedback that the strict criteria of these initiatives

favours larger businesses and over smaller businesses with less access to capital to manage this transition.

We also recommend that government give consideration to regulatory intervention and/or providing funding to increase the capacity of distribution networks to manage the increased demand on electricity that is associated with meeting the targets in this discussion document. In Wellington parts of our grid are already at capacity. This is a barrier transitioning to electrically powered heating and transport in the capital.

### **Building and construction – p.90**

70. The Commission recommended the Government improve the energy efficiency of buildings by introducing mandatory participation in energy performance programmes for existing commercial and public buildings. What are your views on this?

We strongly support this work and have previously submitted on the draft proposals consulted on by MBIE.

71. What could the Government do to help the building and construction sector reduce emissions from other sectors, such as energy, industry, transport and waste?

Develop a nationally standardised format for carbon accounting and reporting for construction and demolition project waste, which can be applied across all sectors.

Provide accessible training, upskilling and capacity development to improve multi-sector capacity to measure and report on carbon emissions within the construction sector.

Provide funding for pilot schemes to trial new technologies for reducing carbon – particularly related to waste as this remains relatively unexplored in New Zealand.

Regulatory (Building Act/Code) amendments, to remove barriers to the reuse of construction materials that restrict the reuse of construction materials, subject to appropriate national standards being established to ensure product safety and appropriate product use.

Regulatory (Waste Minimisation Act) amendments, to clarify Council responsibilities to require Construction and Demolition (C&D) Waste Plans, and relatedly, to establish appropriate enforcement powers that enable the Council to readily enforce such plans. We note that Wellington City Council already requires a C&D waste plan to be lodged for any construction project valued over \$2million. However, in practice, we are unable to enforce this planning requirement. One way to address this, would provide practical TA C&D Waste Plan enforcement powers within the Waste Minimisation Act, or to amend the Building Code to allow the Building Consent to be placed on hold subject to C&D Waste Plan approval.

72. The Building for Climate Change programme proposes capping the total emissions from buildings. The caps are anticipated to reduce demand for fossil fuels over time, while allowing flexibility and time for the possibility of low-emissions alternatives. Subsequently, the Commission recommended the Government set a date to end the expansion of fossil gas pipeline infrastructure (recommendation 20.8a). What are your views on setting a date to end new fossil gas connections in all buildings (for example, by 2025) and for eliminating fossil gas in all buildings (for example, by 2050)? How could Government best support people, communities and businesses to reduce demand for fossil fuels in buildings?

We support a cap on emissions, and an end date to new gas connections by at least 2025 as well as and end date to eliminating fossil fuels from buildings of 2050. Alongside phasing out fossil gas alternative technology needs to be incentivised and funded similar to EECA Home insulation to encourage and facilitate installation. A rising fee on natural gas could also be used to subsidise clean energy sources and incentivise this transition to fossil fuel free buildings.

73. The Government is developing options for reducing fossil fuel use in industry, as outlined in the Energy and industry section. What are your views on the best way to address the use of fossil fuels (for example, coal, fossil gas and LPG) in boilers used for space and water heating in commercial buildings?

No comment

74. Do you believe that the Government's policies and proposed actions to reduce building related emissions will adversely affect any particular people or groups? If so, what actions or policies could help reduce any adverse impacts?

No comment

75. How could the Government ensure the needs and aspirations of Māori and iwi are effectively recognised, understood and considered within the Building for Climate Change programme?

No comment

76. Do you support the proposed behaviour change activity focusing on two key groups: consumers and industry (including building product producers and building sector tradespeople)? What should the Government take into account when seeking to raise awareness of low-emissions buildings in these groups?

No comment

77. Are there any key areas in the building and construction sector where you think that a contestable fund could help drive low-emissions innovation and encourage, or amplify, emissions reduction opportunities? Examples could include building design, product innovation, building methodologies or other?

In 1994 the Building Act replaced a very prescriptive approach to regulation with a performance-based code. This meant that the responsibility (and liability) for certifying that building work is compliant with the Act fell to local authorities. The constant challenge for councils is to gauge whether new products, techniques, or applications will comply with performance-based standards given we will ultimately be held liable should the certification subsequently prove to be lacking or invalid. This is particularly relevant given the recent push for importation of pre-fabricated building products. (and other building innovations).

A more balanced approach to risk sharing could reduce costs and improve the speed of determining compliance with the building code. Failure to do so will likely lead to increased costs to customers as councils look to mitigate financial risks by passing on the cost of those risks.

78. The Ministry of Business, Innovation and Employment (MBIE) is considering a range of initiatives and incentives to reduce construction waste and increase reuse, repurposing and recycling of materials. Are there any options not specified in this document that you believe should be considered?



To allow for reuse and repurposing of building components litigation and consenting issues need to be resolved as these currently make it near impossible to repurpose used building components back into a new build whilst meeting required legislation.

With regards to building waste/demolition there is no incentive in Wellington (as an example) to deconstruct a building allowing for components to be recycled as it is cheaper to send to bulk landfill unseparated. If funding were available to offset the considerable cost of deconstruction or there were some other incentives offered this would encourage building recycling. Alternatively if bulk landfill was more expensive than the recycling option then industry would take this route. The new 2020 Waste Minimisation Scheme (bylaw) that is currently being applied to Building Consents for works over \$2M adds considerable cost to projects that in many instances won't have been budgeted for upfront so may not be effectively implemented by industry. In this instance industrywide education and advice is required well in advance of change.

79. What should the Government take into account in exploring how to encourage low emissions buildings and retrofits (including reducing embodied emissions), such as through financial and other incentives?

No comment

80. What should the Government take into account in seeking to coordinate and support workforce transformation, to ensure the sector has the right workforce at the right time?

No comment

81. Our future vision for Aotearoa includes a place where all New Zealanders have a warm, dry, safe and durable home to live in. How can we ensure that all New Zealanders benefit from improved thermal performance standards for our buildings?

There is an opportunity for Government to lead the way given that we already have a performance based Building Code. Changes to H1 are an opportunity presenting itself. Pared right back we should be considering how and why compare the way we do to international standards. That we have yet to increase the minimum insulation to a level comparable with other parts of the world with similar climates means that we should be considering this at as a minimum change with going further than international standard the goal. This would put New Zealand's minimum insulation levels ahead of other parts of the world with similar climates and make us a world leader in this regard.

82. Are there any other views you wish to share on the role of the building and construction sector in the first emissions reduction plan?

We have answered many of these questions before in our submission to the Climate Commission. You can find our views on building energy on pages 11 and 12 [of our submission](#).

### **Agriculture**

83. How could the Government better support and target farm advisory and extension services to support farmers and growers to reduce their emissions? a. How could the Government support the specific needs of Māori-collective land owners?

No comment

84. What could the Government do to encourage uptake of on-farm mitigation practices, ahead of implementing a pricing mechanism for agricultural emissions?

No comment

85. What research and development on mitigations should Government and the sector be supporting?

No comment

86. How could the Government help industry and Māori agribusinesses show their environmental credentials for low-emissions food and fibre products to international customers?

No comment

87. How could the Government help reduce barriers to changing land use to lower emissions farming systems and products? What tools and information would be most useful to support decision-making on land use?

No comment

88. Are there any other views you wish to share in relation to agriculture?

### **Waste**

89. The Commission's recommended emissions reduction target for the waste sector significantly increased in its final advice. Do you support the target to reduce waste biogenic methane emissions by 40 per cent by 2035?

Yes

90. Do you support more funding for education and behaviour change initiatives to help households, communities and businesses reduce their organic waste (for example, food, cardboard, timber)?

Yes, in principle. However, we would need to consider both what is being funded, as well as the conditions of such funding, in order to ensure that it allows the autonomy necessary to enable Council's to address local level issues and context specific nuances. We also recognise that education and behaviour change initiatives will not, alone, be adequate in achieving the desired organic waste outcomes.

91. What other policies would support households, communities and businesses to manage the impacts of higher waste disposal costs?

We support what has been proposed, nevertheless we ask:

- The Ministry to provide clarity on what will be considered 'appropriate use' of Waste Levy expenditure, and relatedly request the opportunity to provide input on this.
- Central Government to fund or subsidise organic waste kerbside collection services if an organic waste disposal ban is put in place for landfills.
- Central Government to provide regulatory clarity on the national-level significance of large-scale commercial organic waste processing facilities, and note the associated need for a streamlined approvals process for new large-scale commercial organic processing facilities.

92. Would you support a proposal to ban the disposal of food, green and paper waste at landfills for all households and businesses by 1 January 2030, if there were alternative ways to recycle this waste instead?

Yes, however we would need to understand the potential impacts of non-compliance. We also recognise the need for appropriate enforcement mechanisms.

We also ask for clarity relating to non-compliance liabilities. For example, should such a ban come into effect, if unbeknown to the landfill owner or operator, a private commercial operator disposes organic waste into a landfill, who is liable and responsible for this non-compliance?

Also, we recognise that in some instances, potentially divertible material (e.g. paper waste) will be contaminated and will be unsuitable for diversion. In such instances, how would the ban apply?

Please provide detail on the compliance measures that would support such an organic disposal ban, including the relevant regulatory powers/provisions, and operational implications for local Councils.

93. Would you support a proposal to ban all organic materials going to landfills that are unsuitable for capturing methane gas?

Yes

94. Do you support a potential requirement to install landfill gas (LFG) capture systems at landfill sites that are suitable?

Yes, in principle, assuming the landfill system is accepting organics. For clarity, our assumption is that such a requirement would not apply to closed landfills, or historic areas in existing landfills. However, if this is not the case and LFG capture systems will be required within closed landfill sites, then it will be necessary to develop a dispensation process, or other relevant process, that will consider and assess issues of emissions risk and cost effectiveness for the site in question.

95. Would you support a more standardised approach to collection systems for households and businesses, which prioritises separating recyclables such as fibre (paper and cardboard) and food and garden waste?

We support the concept of standardising the nature of materials to be collected. However, we have some concerns about the standardisation of kerbside service levels, as such standardisation may ignore the geographical and contextual differences across territorial authorities. For example, within Wellington City, not all properties have access to a kerbside and therefore not all properties have an adequate or safe space to locate a single or multiple waste receptacles for kerbside collection.

Should the standardisation of kerbside servicing nevertheless be proposed, we would require clarity on who pays for the transition into the new collections system if it is different to what is currently in place.

96. Do you think transfer stations should be required to separate and recycle materials, rather than sending them to landfill?

Yes, however we note the potential for expenditure necessary to redesign transfer stations to allow for such separation, and note the potential associated need for Central Government funding to support such a transition (if required).

97. Do you think the proposals outlined in this document should also extend to farm dumps?

We support a pragmatic approach to improving the farm dump situation in general, particularly in relation to hazardous waste management. While we do not have a significant amount of rural land within our territorial authority boundaries, we would nevertheless be interested to understand of the emission-related impacts of farms dumps.



98. Do you have any alternative ideas on how we can manage emissions from farm dumps, and waste production on farms?

A practical approach could include increasing the prioritisation of farm dumps as an issue for Regional Council attention. This could include:

- Banning 'permitted activity' farm dumps within Regional Council Resource Management Plans.
- Providing resourcing for farm dump enforcement and compliance to support Regional Councils.
- Addressing the issue and potential role of farm dump remediation with Regional Councils and rural communities.

99. What other options could significantly reduce landfill waste emissions across Aotearoa?

Currently, food waste disposed of through insinkers ends up in the Wellington landfill, contributing to methane emissions. If the amount of organic waste going to landfill via kerbside waste was limited or banned, there is a risk this would incentivise disposal via insinkers. It could therefore make sense to consider phasing out the installation of insinkers in new builds in tandem with other organic waste controls. Guidance and enforcement powers for local councils would be necessary to achieve this. Consideration would need to be given to the final destination of insinkers waste in the area, as well as other organic waste controls in place.

#### **F-gases**

100. Do you think it would be possible to phase down the bulk import of hydrofluorocarbons (HFCs) more quickly than under the existing Kigali Amendment timetable, or not?

No comment

101. One proposal is to extend the import phase down to finished products containing high global warming potential HFCs. What impact would this have on you or your business?

No comment

102. What are your views on restricting the import or sale of finished products that contain high-global warming potential HFCs, where alternatives are available? Transitioning to a low-emissions and climate-resilient future

No comment

103. What are your views on utilising lower global warming potential refrigerants in servicing existing equipment?

No comment

104. Do you have any thoughts on alternatives to HFC refrigerants Aotearoa should utilise (eg, hydrofluoroolefins or natural refrigerants)?

No comment

105. Can you suggest ways to reduce refrigerant emissions, in combination with other aspects of heating and cooling design, such as energy efficiency and building design?

No comment

## Forestry

106. Do you think we should look to forestry to provide a buffer in case other sectors of the economy under-deliver reductions, or to increase the ambition of our future international commitments?

No

107. What do you think the Government could do to support new employment and enable employment transitions in rural communities affected by land-use change into forestry?

No comment

108. What's needed to make it more economically viable to establish and maintain native forest through planting or regeneration on private land?

No comment

109. What kinds of forests and forestry systems, for example long-rotation alternative exotic species, continuous canopy harvest, exotic to native transition, should the Government encourage and why?

No comment

a. Do you think limits are needed, for example, on different permanent exotic forest systems, and their location or management? Why or why not?

No comment

b. What policies are needed to seize the opportunities associated with forestry while managing any negative impacts?

No comment

110. If we used more wood and wood residues from our forests to replace high-emitting products and energy sources, would you support more afforestation? Why or why not?

No comment

111. What role do you think should be played by: a. central and local governments in influencing the location and scale of afforestation through policies such as the resource management system, ETS and investment b. the private sector in influencing the location and scale of afforestation? Please provide reasons for your answer.

No comment

112. Pests are a risk to carbon sequestration and storage in new, regenerating and existing forest. How could the Government support pest control/management?

No comment

113. From an iwi/Māori perspective, which issues and potential policies are a priority and why, and is anything critical missing?

No comment

114. Are there any other views you wish to share in relation to forestry?

Please see our comments in [our submission the climate commission](#). See from page 6.





---

## **HOUSING STRATEGY AND ACTION PLAN UPDATE**

---

### **Kōrero taunaki**

### **Summary of considerations**

#### **Purpose**

1. This report asks Pūroro Āmua | Planning and Environment Committee to agree the scope of the upcoming Wellington City Council Housing Strategy and Action Plan update into the next Council triennium, as well as agree to some amendments to the current Housing Action Plan through to the end of the current triennium.
2. The Strategy update is not a full review, it will focus on a few key areas that are missing or require greater emphasis. Focus areas are accessible housing, sustainability, Māori housing and partnerships for delivery. It will also introduce a measurement framework, including Key Performance Indicators for accessible homes and building sustainability (linked to Te Atakura measurement framework).

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### **Relevant Previous decisions**

2 June 2021 – Wellington City Council Housing Action Plan 6-month report  
Agree that future reports on the Housing Action Plan include targets to increase the number of universal design / accessible units across Council's portfolio including Te Kāinga, what actions have been taken to increase Wellington's accessible housing stock, and updates on progress against targets.

26 August 2021 – Strategy and Policy work programme  
Approval of strategy and policy work programme, including Housing Strategy review.

#### **Significance**

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.  
While Housing is of high importance and significance, the Strategy update proposed in this report is not seeking to fundamentally

change the existing Housing Strategy but instead to build on it through targeted updates. For this reason the update proposal is considered low significance.

Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

**Financial considerations**

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

**Risk**

- Low       Medium       High       Extreme

3. Risk of the Housing Action Plan is reviewed regularly by the Housing Action Plan Advisory Group, and reported to Committee every 6 months. The latest risk report is linked later in the paper.
4. The risks of the project to review and update the Housing Strategy and Action Plan are noted in the risk section and are deemed to be low and manageable.

Authors	Rebecca Tong, Programme Manager John McDonald, Housing Development Manager
Authoriser	Liam Hodgetts, Chief Planning Officer

---

## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That Pūroro Āmua - Planning and Environment Committee:

- 1) Receive the information
- 2) Agree to the proposed scope of the Housing Strategy and Action Plan update which will conclude at the end of 2022 with an updated 10-year Strategy, as well as a Housing Action Plan and measurement framework for the 2022-25 triennium.
- 3) Adopt the amended Housing Action Plan 2019-22 (the current Plan). The amended Plan identifies the projects and timelines across the five priority areas through to the end of the 2019-22 triennium.

## **Whakarāpopoto**

### **Executive Summary**

- 4) The Housing Action Plan 2020-22 was adopted in March 2020 and aligns to the current triennium time period. We are now entering the final year of the current plan.
- 5) An update of the Housing Strategy is proposed, with a focus on engaging with key partners and community groups and to build up areas of the Strategy that are missing or need strengthening. A new Housing Action Plan for the next triennium will also be developed alongside the Strategy update.
- 6) Areas to be developed through this refresh are accessibility in Wellington's housing market, sustainability of Council's proactive development programme, Māori housing, a continued focus on the 'missing middle' through Council's Te Kāinga programme, further detailing how Council will work with key partners to deliver on the Strategic outcomes, and the development of a measurement framework.
- 7) This report also proposes some amendments to the existing Housing Action Plan (2020-22), these amendments reflect changes to projects, greater clarity and certainty of the Te Kāinga programme, and clarity on the approach to addressing City Housing financial sustainability.

## **Takenga mai**

### **Background**

- 8) The Wellington City Council's Housing Strategy (the Strategy) was developed in 2017 following the Mayor's taskforce on housing. The Strategy was adopted in June 2018, after consultation alongside the Council's Long-term Plan 2018-28.
- 9) The second Housing Action Plan 2020-22 (the current Plan) was adopted in March 2020 and aligns to the current triennium time period. We are now entering the final year of the current plan.



---

## Kōrerorero

### Discussion

#### *Housing Strategy and Action Plan review*

- 10) Three years on from adoption of the Strategy, the context in which we now operate has changed significantly. Unforeseen events, primarily the COVID-19 pandemic, had an unexpected market response of a housing boom, on top of the extended period of growth we had already been experiencing.
- 11) In response, Council's active role in housing provision has seen a growing focus on affordable housing and the Te Kāinga programme for those not eligible for social housing but struggle to meet market rentals, often termed the 'missing middle', while continuing to provide social housing and having an active role in emergency housing.
- 12) As Council's role has evolved, so too has the importance of Council's relationship with other organisations who play active roles in housing. The key relationships with Kāinga Ora, Ministry of Housing and Urban Development (HUD) and mana whenua Iwi are critical to the delivery of Council's Housing Strategy and Action Plan. While the Strategy currently recognises the importance of partnerships to deliver, there is an opportunity to further outline who our key partners are and how we will deliver housing outcomes for the city, together.
- 13) With the changes to the context and Council's response, the Strategy and Action Plan now need updating to guide our actions as we enter the next phase of delivery of housing outcomes for the city.
- 14) This piece of work is not intended to be a full review, the fundamental outcomes and vision of the strategy remain relevant and are unlikely to change. The focus will be on adding or updating specific areas that are missing or require greater emphasis, rather than a full-scale review.
- 15) In particular, the update is expected to build on Council's role in relation to affordable housing, accessible housing, housing for Māori and sustainability of housing. To do this, our partnerships with Kāinga Ora, HUD and mana whenua Iwi remain critical, and as such a core part of this review will be in engaging with these partners and further defining what will be achieved through these partnerships.
- 16) There is an opportunity also to align with the regional housing action plan and Housing Strategies and Plans of the other Councils in the region, recognising that the regional context is relevant and important to the housing approach in the city.
- 17) A measurement framework for the Strategy will be developed for adoption with the updated Strategy. This will ensure we are better able to assess progress and state of the housing market.
- 18) A measurement framework and new Housing Action Plan (2022-25) will be developed for adoption with the updated Strategy, for the new triennium in early 2023.
- 19) The impacts of housing are wide-spread and so there are many dependencies and pieces of work where close alignment is necessary. Alignment to Council strategies is discussed in the *considerations for decision making* section of this report. There are also external pieces of work that the Housing Strategy will need to align to, including:
  - a. Let's Get Wellington Moving – the urban development programme of LGWM aims to densify around public transport hubs, creating housing with some commercial/retail space. This piece of work is aligned to the outcomes of the

strategy and Council's housing development team is working closely with the urban development team of Let's Get Wellington Moving and Kāinga Ora on this piece of work.

- b. Regional Housing Action Plan and approach – this is driven from the Wellington Regional Growth Framework and sees an aligned approach to housing across the region, drawing on projects and innovations underway that can be shared to create housing outcomes across the region. The Regional Action Plan is being drafted now with a draft due to be presented to the Regional Leadership Committee at the end of 2021. For more on the approach to developing a regional housing action plan, see the Wellington Regional Growth Framework website <https://wrgf.co.nz/our-priorities/housing-supply/>

#### *Housing Action Plan through to end of triennium*

- 20) The current Housing Action Plan (the Plan) covers the triennium 2019-22. Since the Plan was adopted in early 2020 there have been some changes to projects and we have gained greater clarity on the 'proactive development' priority area, which includes Te Kāinga, as well as on the approach for the City Housing financial sustainability programme of work. These have been reflected in an amended Action Plan for the remainder of the triennium (Attachment 1). Key changes follow:
- 21) City Housing financial sustainability – since adoption of the Housing Action Plan, the financial sustainability issues have been made clear and options to achieving long-term sustainability are being explored. The Housing Action Plan has been updated to reflect the agreed approach, under the two parallel workstreams.
- 22) Te Mahana – homelessness strategy – project updates include reflecting the revised timeframe of Wellington City Mission refurbishment of Te Paamaru (the old Wellington Night Shelter), and including the rewrite of Te Mahana which is an 18 month piece of work with the Terms of Reference due to be considered by Committee in March 2022.
- 23) Proactive Development – Te Kāinga, addition of specific projects which will provide greater clarity on Te Kāinga programme, with timeframe of units being completed through to the end of 2022.
- 24) Proactive Development – Harrison Street redevelopment, construction has begun on the redevelopment of the City Housing site that will see 9 new family units in Brooklyn. The Housing Action Plan has been updated to reflect the accessibility elements of the redevelopment. Overall the spatial layouts of all 9 dwellings support Lifemark outcomes in respect of circulation and design of areas of the home critical to supporting independent living (i.e. bathrooms and bedrooms). Provisional ratings from Lifemark are one unit to Lifemark 4 and two units to Lifemark 3.

#### *Housing accessibility targets*

- 25) Council's approach to accessible housing will be explored in more detail through the update of the Housing Strategy and Action Plan, and targets will be reflected in the measurement framework that will support delivery of the Strategy.
- 26) In the meantime, an approach to accessibility of buildings in the Te Kāinga programme is being explored. This is noted in the Te Kāinga programme update report of 24 November, with further options and decisions on the approach to come early 2022.

---

## Kōwhiringa

### Options

#### *Housing Action Plan 2020-22*

- 27) Adopt amended Housing Action plan 2020-22 (attachment 1) through to end of triennium.
- 28) Adopt amended Housing Action Plan 2020-22 with changes, not recommended if changes introduce budget and resource impacts.

#### *Housing Strategy and Action Plan update*

- 29) Council have agreed, on 26 August, to include the Housing Strategy update in the strategy work programme. Committee could choose to revert back to status quo and leave the strategy as is, some of the considerations outline in this report would likely continue to be considered in developing a Housing Action Plan 2022-25.
- 30) Approve Strategy and Action Plan update as per the scope outlined in this report.

## Whai whakaaro ki ngā whakataunga

### Considerations for decision-making

#### **Alignment with Council's strategies and policies**

- 31) Affordable, resilient, and safe housing is a priority objective of the Council's Long-term Plan 2021-31. The Housing Strategy delivers on this objective.
- 32) The benefits of good housing and the impacts of poor housing are wide ranging. There are a number of strategies with a cross-over with the Housing Strategy and that the Housing Strategy aligns with, the more prominent of these are outlined here. The update of the Housing Strategy and Action Plan will draw on findings and priorities identified through these strategies and engagement exercises.
- 33) *Our City Tomorrow engagement and District Plan* – Engagement on three pieces of work that will transform how we live. The District Plan, in particular, is critical to enabling and encouraging housing supply, choice and affordability.
- 34) *Te Mahana* – the strategic review of Te Mahana – homelessness strategy is a closely aligned strategic piece of work being undertaken at the same time as the Housing Strategy update. The scope of this work will be considered by Pūroro Rangaranga in March 2022. Governance over this and the Housing Strategy update sits with the Housing Governance Group, this approach ensures alignment of these two strategic pieces of work.
- 35) *Te Atakura* – Building energy and performance is an action area of Council's Te Atakura Climate Action Plan. The update to the Housing Strategy is expected to add focus on sustainability of new and existing houses. The Strategy update will better link with actions in Te Atakura and build greater emphasis on sustainability within Council's own proactive development, particularly through Te Kāinga programme.
- 36) *Economic well-being strategy* – Early discussions through 2020 with business sectors has raised shortage of affordable housing and high cost of living as a challenge. The developing Economic Well-being Strategy and the Housing Strategy will be closely aligned, ensuring the economic concerns of affordable housing are considered through Council's Housing Strategy and Action Plan.



- 37) *Children and young people strategy* – This Strategy, adopted in August 2021, recognises that children and young people of Wellington are the future of the city and the strategy is to celebrate and support them. The strategy identifies a number of housing specific actions, some of which will be picked up through Te Mahana – homelessness strategy, others through existing pieces of work in City Housing and through grants funding. Particular actions for consideration through the Housing Strategy update are the actions under the “Improve the housing experiences of independent young people” area:
- c. Review the Housing Action Plan and consider student housing and rental quality issues in collaboration with universities and government agencies.
  - d. Collaborate with Tenancy Services on new healthy homes regulations.
- 38) *Aho Tini 2030 Arts, Culture and Creativity Strategy* – developed over the same period as the Children and young people strategy, Aho Tini engagement saw extensive feedback about the impact of housing on the arts and creative sector. The Aho Tini Action Plan includes an action to “Ensure the Housing Strategy considers the needs of artists and creative communities in Wellington including opportunities to support creatives through future Te Kāinga developments.”

### **Engagement and Consultation**

- 39) An engagement plan has been prepared for the Housing Strategy update. As discussed in the body of this report, the engagement will be targeted to key partners, advisory groups and will draw from recent engagement activity outlined in the section above on related strategies. Joint engagement alongside Te Mahana will be undertaken, where appropriate, in particular with consideration of capacity constraints of mana whenua iwi discussed in next section.

### **Implications for Māori**

- 40) We know housing is a priority for our Iwi partners, and the negative impacts of the housing market are impacting Māori disproportionately. For these reasons housing for Māori, and our partnerships with Iwi are a focus for this Strategy update.
- 41) Working in partnership with Te Rūnanga o Toa Rangatira (TROTR), the Rūnana has released a policy advisor to be seconded to Council, on a part-time basis, to work on both the Housing Strategy update and Te Mahana strategic review. Discussions with Taranaki Whānui and Te Ātiawa are also underway to explore how they would like partnership to look across these strategies. This approach aims to ensure mana whenua perspectives and aspirations are strongly reflected in Council’s housing and homelessness work.
- 42) There is a potential risk to these projects around iwi capacity to engage on these pieces of work. Iwi input is being sought across several areas within Council as well as from other Councils in the region. Where possible, engagement will be aligned across these related strategies, work is also underway to align with related strategies in other Councils and reduce engagement strain on iwi partners.
- 43) Council has also been developing partnerships with TROTR and Taranaki Whānui ki Te Upoko o Te Ika Trust, this includes opportunities through our disposals programme and potential for joint ventures, to deliver housing together. These partnerships will be further detailed and built on through the Strategy and Action Plan update.

---

### **Financial implications**

- 44) Projects within the Housing Action Plan have budgets that are managed at the project level. Any additional financial implications will be managed at the project level and LTP funding requested as required.

### **Legal considerations**

- 45) This Strategy update project is not deemed to be significant under Council's significance and engagement policy or the Local Government Act, this was considered when developing the communications and engagement plans. Targeted engagement is deemed to be appropriate for the size of the update.
- 46) There are legal considerations at a project level when considering property and joint development projects, these are considered and managed at the project level.

### **Risks and mitigations**

- 47) Risks to delivery of the Housing Strategy and Action Plan are managed at project level with programme oversight through the Housing Action Plan 6-month reports. The latest 6-month report, including risk assessment can be found in the Pūroro Rangaranga agenda of 2 June 2021.
- 48) Risks to the Housing Strategy and Action Plan update project are low and manageable. These risks largely centre around public perception through engaging with specific groups and the risk of duplicating work already undertaken and the capacity risk raised in the mana whenua section. Given the engagement is targeted to key partners and advisory groups, the public perception risk is deemed to be relatively low. The duplication risk is being managed by drawing from and linking to engagement undertaken and strategies already developed.

### **Disability and accessibility impact**

- 49) Growing focus on accessible housing is an outcome sought from the Housing Strategy update and actions put in place to date across the Harrison Street project and Te Kāinga, to provide accessible housing are discussed in the body of this report.
- 50) The Strategy and Action Plan update will also align to and deliver on Council's Accessibility Charter, while also considering Government-led accessibility direction as the new Ministry for Disabled People is established.

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

- 51) Growing focus on sustainable housing is an outcome sought from the Housing Strategy update. Actions have been taken through the proactive development programme to develop housing with sustainability considerations and minimising waste through construction.
- 52) The Te Kāinga programme update committee report of 24 November outlines initial work undertaken to meet sustainability outcomes through Te Kāinga, with further report on this and accessibility of Te Kāinga due early 2022.
- 53) The Strategy update will include development of a measurement framework, this will include goals for sustainability in housing development, linking to Te Atakura measurement framework.

---

### **Communications Plan**

- 54) Public communication on the Strategy will be held once the update has been drafted, a communications plan will be developed to cover this.

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

- 55) Project Healthy and Safety is considered at the project level.

### **Ngā mahinga e whai ake nei**

#### **Next actions**

- 56) Early 2022 – targeted engagement with partners begins.
- 57) Mid 2022 – updated Housing Strategy and Action Plan drafted, drawing on engagement of related programmes of work such as Our City Tomorrow, Children and Young People Strategy, Economic Well-being Strategy and others as appropriate.
- 58) End 2022 – final Housing Strategy and Action Plan ready for adoption by new Council.

#### **Attachments**

Attachment 1. Housing Action Plan 2020-22 amended 



# Housing Action Plan 2020-2022

As our population grows, we want to make sure everyone has access to safe and affordable quality housing.

The Housing Strategy sets out the long-term outcomes for housing over 10 years. Refer to the Strategy on our website for these outcomes. The Housing Action Plan captures the priority programmes of work that the Council will deliver to meet the vision of 'All Wellingtonians well-housed'.

## Strategic Partnerships

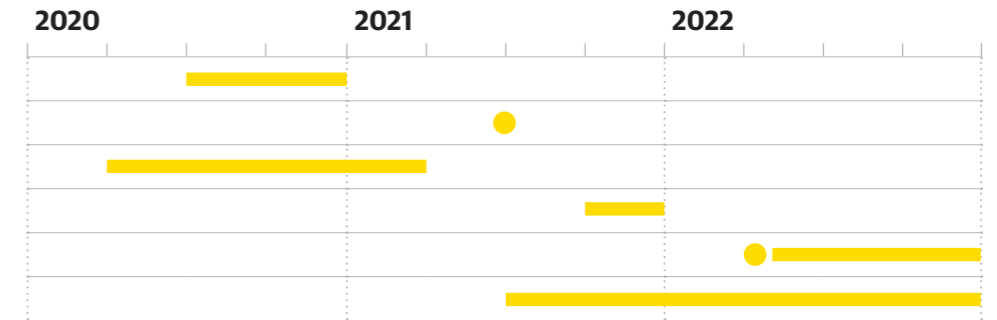
We're working with many partners to deliver this Plan and housing outcomes for the city.

Over the course of the three years of this plan we will continue to develop these partnerships. Particular focus will be with Kāinga Ora, Universities, mana whenua, and Community Housing Providers.

## Planning for Growth

Our city is growing. The District Plan is up for review. This programme will shape the way we live, for decades.

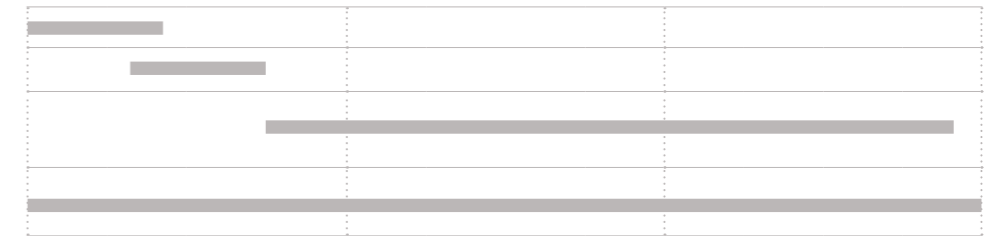
- Draft Spatial Plan consultation (Aug - Oct 2020)
- Final Spatial Plan (adopted 24 June 2021)
- Stebbings Valley structure plan (mid 2020 - early 2021)
- Draft District Plan consultation (late 2021)
- Proposed District Plan statutory process (publicly notified May 2022)
- Wellington Regional Growth Framework (adopted July 2021, three year work programme approved)



## One-stop Shop

A series of improvements to our consenting process is underway. This programme supports growth in supply of houses in the private market by improving the ease and efficiency of the consenting processes.

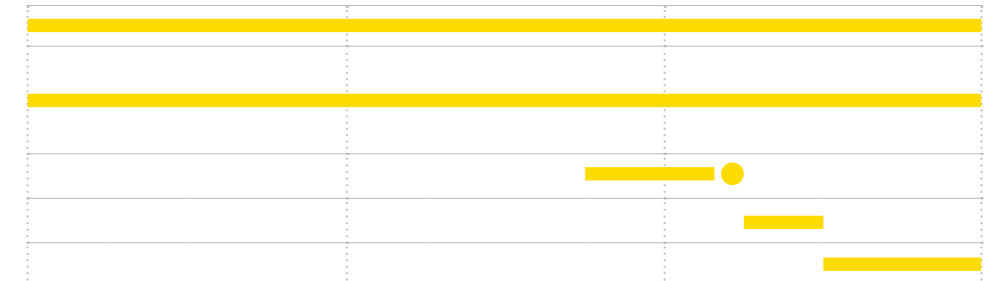
- Consents website content refresh & online resource consent lodgement (Early 2020)
- Improve pre-application processes (Mid 2020)
- Online resource consent tool incrementally implemented by coding rules of District Plan, if proven feasible (starting end 2020)
- Ongoing improvements over three years include greater visibility of applications, consistent information, advice and service



## City Housing financial sustainability

City Housing is the Council's social housing provider and one of the largest landlords in New Zealand. The purpose is to provide affordable residential rental accommodation, allocated to people in housing need.

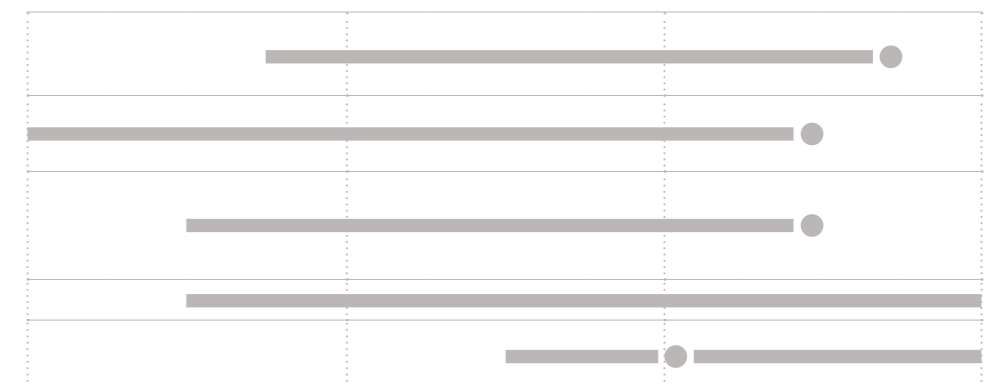
- Revised policy framework and rent settings (superceded by wider financial sustainability work)
- **Financial sustainability (approach agreed June 2021)**
- Work with central government on options to resolve City Housing's financial sustainability challenges, this work includes options that see establishment a Community Housing Provider as well as options that see Council retaining the service
- Consultation material reviewed prior to public consultation 7 March 2022
- Consultation on options alongside Council's Annual Plan 2022/23
- Progress preferred option. Housing Action Plan 2023-25 will outline next steps



## Te Mahana - homelessness strategy

The strategy to end homelessness is endorsed by 30 Government agencies and marks a shared commitment to work together in a collaborative and culturally-specific way.

- Focus is on the Housing First pilot, supporting DCM to provide tenancy sustaining services and outreach services, and supporting partners to provide the following supported and transitional housing:
- Wellington City Mission new build, named Whakamaru, 40-50 units, 35 to be supported (operational late 2022)
- Wellington City Mission refurbishment of old Wellington Night Shelter, called Te Paamaru inc 33 supported units (mid 2022)
- Kāinga Ora - Rolleston site, including approximately 20 supported housing units. HUD is creating a funding framework to support wrap around services for residents of these homes, in partnership with MSD and Kāinga Ora (completion mid 2022)
- Kāinga Ora - Arlington sites 1 and 3, including 40 supported housing homes (complete late 2023)
- Te Mahana refresh - a strategy, co designed with mana whenua, to respond to homelessness. Final early 2023, terms of reference to be agreed early 2022







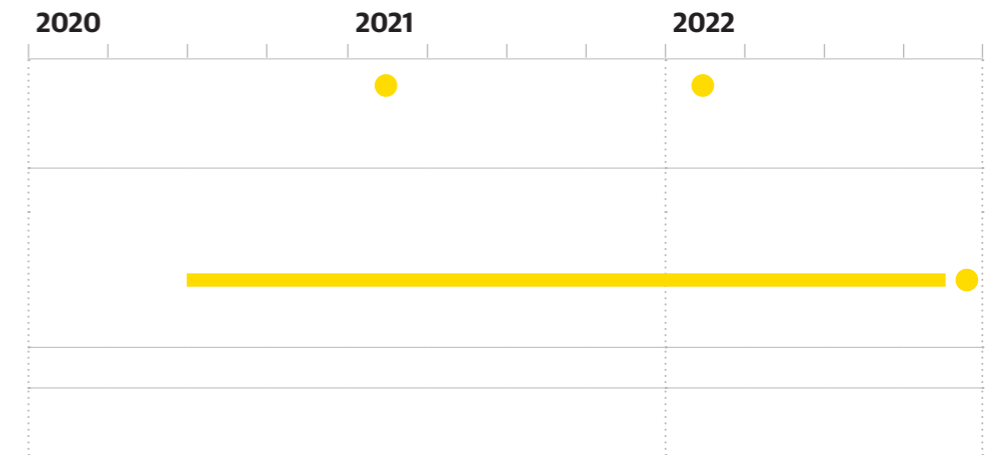
# Housing Action Plan 2020-2022

Continued

## Proactive Development

This programme focuses on being prepared and open to maximising opportunities for greater provision of housing supply. We will work with accessibility advisors and disabled people to inform how Council's own projects can include options for those with disabilities and mobility challenges, improving the supply of accessible housing in the city.

- Te Kāinga programme, target of 1000 affordable rental units delivered or under contract in 5 years. First building (52 units) complete early 2021, next two buildings (85 units) to be complete and operational early 2022
- City Housing Development sites in next three years:
  - Harrison Street development of 9 family units. The spatial layouts of all units support Lifemark outcomes in respect to circulation and the design of areas of the home critical in supporting independent living (bathrooms and bedrooms). Provisional ratings from Lifemark are 1 unit to Lifemark 4 and 2 to Lifemark 3 (completion end 2022)
  - Nairn Street (now being considered as part of wider development programme)
- Development programme, including joint ventures with partners (package of projects being discussed with potential partners)





---

## FORWARD PROGRAMME

---

### Kōrero taunaki

### Summary of considerations

#### Purpose

1. This report provides the Forward Programme for the Pūroro Āmua | Planning and Environment Committee for the next two months.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
  - People friendly, compact, safe and accessible capital city
  - Innovative, inclusive and creative city
  - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
  - Affordable, resilient and safe place to live
  - Safe, resilient and reliable core transport infrastructure network
  - Fit-for-purpose community, creative and cultural spaces
  - Accelerating zero-carbon and waste-free transition
  - Strong partnerships with mana whenua

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

- Low       Medium       High       Extreme

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

---

## Taunakitanga

### Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

## Whakarāpopoto

### Executive Summary

2. The Forward Programme sets out the reports planned for Pūroro Āmua meetings in the next two months that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

## Kōrerorero

### Discussion

4. Thursday 10 February 2022
  - Housing Development (Chief Planning Officer)
  - Hearing – Cobham Drive Speed Limit (Chief Strategy and Governance Officer)
  - Draft Heritage Strategy (Chief Planning Officer)
  - Cycleways Masterplan Hearings/Forums (Chief Strategy and Governance Officer)
5. Thursday 10 March 2022:
  - Cobham Drive Traffic Resolutions and Speed Limit (Chief Planning Officer)
  - Cycleways Master Plan Approval (Chief Planning Officer)
  - District Plan Hearings/Forums (Chief Strategy and Governance Officer)

## Attachments

Nil



---

## ACTIONS TRACKING

---

### Kōrero taunaki Summary of considerations

#### Purpose

1. This report provides an update on the past actions agreed by the Pūroro Āmua - Planning and Environment Committee at its previous meetings.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
  
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

- Low       Medium       High       Extreme

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

### Whakarāpopoto

---

## Executive Summary

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
  - In progress: Resolutions with this status are currently being implemented.
  - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates, but completed actions will only appear once.

## Takenga mai Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

## Kōrerorero Discussion

7. Following feedback, the status system has been changed so that resolutions either show as 'in progress' or 'complete'.
8. Of the 31 resolutions of the Pūroro Āmua | Planning and Environment Committee in October and November 2021:
  - 17 are in progress.
  - 14 are complete.
9. 58 in progress actions were carried forward from the previous (October 2021) action tracking report. 20 are still in progress.
10. Further detail is provided in Attachment One.

## Attachments

Attachment 1. Action Tracking 

Date	Meeting	Item	Clause	Status	Comments
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.4: Thorndon Quay Parking Changes - Traffic Resolution	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008: TR53-21 Thorndon Quay Pipitea – Convert angled parking to parallel parking (amended)	Complete	
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.4: Thorndon Quay Parking Changes - Traffic Resolution	3. Agree that the four new P10 parks operate between 3pm and 6pm in the evening.	Complete	
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	6. Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress	<a href="#">Officers are developing a Spatial Plan implementation work programme and reporting framework. The work programme will be based on the Spatial Plan's action plan and will coordinate and track the implementation progress of the identified actions contributing to each city goal. This will involve working across a range of Council teams and work programmes as well as with external parties. To reflect the amount of work currently taking place in a number of relevant areas (e.g. the District Plan review, new national direction, LGWM, Housing Strategy review etc), for the next 12-18 months it is proposed to report on implementation progress every 6 months.</a>
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	12. Agree to seek advice on the establishment of inclusionary zones in the inner city, CBD and around key public transport routes and instruct officers to report back on how these zones might be implemented as part of the District Plan review work through the Pūroro Āmua   Planning and Environment Committee.	Complete	<a href="#">This issue has been presented to the Councillor District Plan Working Group and is included as part of the Draft District Plan's Assisted Housing chapter. Options for the District Plan to support assisted housing form part of the Draft District Plan consultation. Refer to the summary information sheet available here.</a>
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	14. Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress	Officers are in ongoing conversations with Kāinga Ora about the potential to use the tools provided under the Urban Development Act 2020. There may be potential to use a Specified Development Project as part of the implementation of LGWM. Officers will report back once these discussions are further developed.

Thursday, 24 June 2021

Pūroro Āmua |  
Planning and  
Environment

3.2: Approval of 30-year Spatial  
Plan

15. Request officers to provide a report by September 2021 to identify underutilised sites across the city that are close to major public transport routes; including land that is:

- a) vacant or occupied by derelict buildings; or
- b) used largely or solely for car parking, or storage of cars or machinery; or
- c) occupied by lower quality 1-3 storey commercial buildings that do not contribute to streetscape or do not have heritage value.”

In progress

There are many sites across the city that could be considered “underutilised” because their current land use is not optimised in terms of what is enabled and anticipated on the site and/or the use requires a large amount space in proportion to the economic return. This is a common feature of most cities and reflects the way cities change and develop overtime as a result of land values, market conditions and patterns of investment. The identification of underutilised sites across the city as requested requires consideration of a range of information and data, including for example, land/property values, other rating information, building quality/condition, physical environment conditions, current land use and density of development, earthquake prone building status, development capacity enabled by the District Plan, future investment plans of landowners and infrastructure providers, etc. While Council has access to land use information which indicates if land is vacant or used for car parking or depots and yards etc, some of this is out-dated and requires ground-truthing. In addition, Council does not hold specific information on derelict buildings. The identification of land/sites that could fall under point ‘c’ re: “lower quality 1-3 storey commercial buildings” is also relatively subjective and could raise commercial sensitivity issues. Quotable Value Limited (QV) are currently undertaking a rating revaluation of the city to reflect current market values. Updated values for all properties are expected to be completed by Christmas. This updated information could help indicate sites with potential for further development by comparing land value with capital value. Information held by a range of Council teams is being pulled together to inform a report back in early 2022.



Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	16. Propose measures to prioritise and significantly increase the rate of realisation of residential and mixed-use development capacity on underutilised sites over the next three, ten and 20 years.	In progress	This item relates to resolution #15 above re: underutilised sites. There are a number of Council workstreams in place that are contributing to encouraging realisation of development capacity over a range of timeframes, for example: <ul style="list-style-type: none"> <li>• District Plan review – the Draft District Plan is a key tool for implementing the growth directions of the Spatial Plan. It contains significant proposals for up-zoning of land (from that enabled under the current operative District Plan) to enable increased development potential and intensification (consistent with the NPS-UD 2020). It also contains policies and rules providing for site amalgamations to support comprehensive redevelopment and proposes a minimum 6 storey building height apply across the Central City Zone to encourage land optimisation;</li> <li>• Ongoing consenting process improvements – various initiatives to make the consenting process more accessible, faster and more efficient. For example, the new Resource Consent Check online tool to help streamline resource consent process;</li> <li>• Housing and Business Development Capacity Assessment (HBA) reporting – Council is required to undertake regular HBA reporting which provides insight into city development rates and barriers to development. This information helps inform planning responses and other measures;</li> <li>• Build Wellington/City Development team – this team works directly with a range of developers to support and facilitate new development across the city including sites with strategic importance to the city’s development;</li> <li>• Housing Development team – this team is leading the review of the Housing Strategy and Action Plan. It is also progressing feasibility studies to redevelop the five City Housing disposal sites, as agreed in the June 2021 Housing Supply committee paper. The team have asked designers involved in feasibility studies to maximise utilisation of the sites, in line with the Spatial Plan. The</li> </ul>
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	17. Instruct officers to investigate options and tools for encouraging/incentivising contributions through developments to city outcomes, such as affordability, accessibility, seismic resilience, open green space and low carbon buildings through the District Plan review and report back to the Pūroro Āmua Committee and Council for decision making on what initiatives to take forward.	Complete	The consideration of incentives for encouraging good city outcomes has been included as part of the ‘City Outcomes Contribution’ policy and requirements included in the Draft District Plan and the draft Design Guides. In addition, the Housing Development Team is delivering on these outcomes as part of specific development sites and the Te Kāinga programme. Resolutions were made in June 2021 to this effect, in particular in relation to low carbon buildings and accessibility.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	18. Note the design scheme for the Newtown Character area from the Newtown community and agree that council officers will recommend it to Kainga Ora for consideration as part of their planning work. Agree that consideration will be given to prioritizing the needs of healthcare workers in this area in any work that the council undertakes in this area.	Complete	Officers have shared this work with Kāinga Ora for their consideration. Consideration will be given to the needs of healthcare workers as part of future Council housing development projects, working with developers etc.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	22. Agree to change the ‘Type 4: Enable 6 storeys’ housing typology in the proposed final Spatial Plan maps and text to ‘Type 4a: Up to 6 storeys’ and ‘Type 4b: Enable at least 6 storeys’, consistent with the Draft Spatial Plan.	Complete	This change has been incorporated into the adopted Spatial Plan

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	23. Remove the unlimited heights proposal in Central City and Te Aro and revert broadly to the heights proposed in the Draft Spatial Plan.	Complete	These changes have been incorporated into the adopted Spatial Plan
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	24. Increase the walking catchment from all rapid transit stops to 10 minutes.	Complete	These changes have been incorporated into the adopted Spatial Plan
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	25. Request officers include best practice universal design principles in the review of the Wellington Design Manual and development of District Plan design guides.	Complete	These matters have been included in the Design Guides that form part of the Draft District Plan consultation. In addition, as per resolution to the June 2021 housing papers, the Housing Development team will also set accessibility targets for their work programme, including specific redevelopment projects and the Te Kāinga programme.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	26. Seek to increase stock of accessible housing by encouraging accessible units on the ground floor of new multi-unit developments.	Complete	These matters have been included in the Design Guides that form part of the Draft District Plan consultation. In addition, as per resolution to the June 2021 housing papers, the Housing Development team will also set accessibility targets for their work programme, including specific redevelopment projects and the Te Kāinga programme.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	27. Include a stream network map which shows above and underground streams to complement the Green Network Plan, as part of the District Plan review and on the Spatial Plan.	Complete	A river/stream network map has been incorporated into the adopted Spatial Plan alongside green/public space mapping. New flood mapping for the city also forms part of the Draft District Plan maps. The value of the central city's blue/stream network is also recognised within the Green Network Plan (GNP) recently adopted by the Committee.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	28. Report back to Council how to daylight more of our underground streams.	In progress	Daylighting of streams is identified in the Green Network Plan as an opportunity for greening the city and contributing to water sensitive urban design. Daylighting of the city's underground streams will be challenging and needs to be considered within a strategic, catchment-wide context. This will require working with Wellington Water, GWRC and mana whenua as part of wider catchment-scale stormwater planning to identify opportunities for daylighting. It will also need to consider climate change and flood hazard issues. This work has not been scoped. Opportunities to integrate daylighting of piped streams as part of specific urban renewal and development projects will be investigated as opportunities arise.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	29. Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress	Consider the implications and options as part of the Backyard Taonga implementation, the District Plan review, and the Annual Plan/Long Term Plan funding processes.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	31. Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress	

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	32. Request that officers change Our Place engagement to city wide engagement to be focused on young people, renters, disabled people, and other communities that Council has less engagement with, about their future housing needs that can be enabled through the District Plan.	Complete	Officers have developed a revised engagement approach which is being trialled and refined over the next 2-3 months. The aim is to complete trials by Christmas 2021. The consultation approach for the Draft District Plan has also taken this resolution on board and a broader range of stakeholders and communication channels have been identified and incorporated. In addition, the Housing Development team is bringing papers to Council committee in November on the proposed Housing Strategy review. Engagement on the housing strategy provides an opportunity to specifically target under-represented groups and the review scope will note this.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	33. Implement the pre-1930s character sub-areas as proposed in the draft spatial plan released in August 2020 and remove the general character overlay.	Complete	This change has been incorporated into the adopted Spatial Plan
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	34. Request officers identify incentives such as enabling more height if developments include a percentage of affordable housing, outdoor shared space, community gardens, green roofs as part of the District Plan review.	Complete	This has been included as part of the 'City Outcomes Contribution' policy and requirements included in the Draft District Plan and the new Design Guides.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	35. Request officers to report back to the District Plan Review Councillor Working Group on the benefits of quality building design on mental health and wellness indicators as part of the District Plan review.	In progress	Provisions supporting mental health and wellness outcomes through quality building design are included in the Draft District Plan and a specific design outcome regarding people's mental health and wellbeing has been added to the draft Design Guides. A summary information sheet is being drafted to explain the benefits of quality building design on mental health and wellness, highlight relevant Draft District Plan and Design Guide provisions, and provide a snapshot of relevant research. This information will be made available on the Council's Planning for Growth 'Resources' webpage.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	36. Request officers to investigate incentives for developers to enable more common space, and space for community gardens, composting solutions, and green roofs.	Complete	These matters are considered and included as part of the Draft District Plan's new Design Guides.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	37. Request officers include provision for more vegetable/community gardens and composting systems throughout the central and inner suburbs in the Green Network plan.	In progress	this forms part of the Green Network Plan and is also a consideration in the development of a Sustainable Food Plan being led by the Community Services team.

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	39. Note that staff will need to conduct a cost benefit analysis related to exempting character precincts from the National Policy Statement on Urban Development as part of the section 32 reports for the District Plan.	Complete	This will form part of the section 32 reports prepared for the Proposed District Plan.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	42. Request officers prepare additional evidence as part of the draft District Plan to support the extension of the 10 minute walking catchment where it extends beyond that approved for the Medium Density Residential Area in Johnsonville.	Complete	A summary information sheet is being prepared to explain the calculation of the Johnsonville walking catchment and the differences from the operative Medium Density Residential Area in Johnsonville. This information will be made available on the Council's Planning for Growth 'Resources' webpage. Supporting evidence will also form part of the s32 reports prepared for the Proposed District Plan.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	43. Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress	Project to be led by Parks, Sport and Recreation. Currently in early investigation/ scoping phase.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	44. Increase the walking catchment for the central city to 15 minutes.	Complete	This change has been incorporated into the adopted Spatial Plan
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	45. Request officers to report back within three months on the ability and capacity of the Johnsonville train line to support the planned potential population growth along the Johnsonville/Onslow corridor taking into account the Regional Council's planned future investment strategy on the line.	Complete	<a href="#">This has been completed and a report was circulated to the Planning and Environment Committee as part of the Q&amp;A responses provided by officers on the Draft District Plan report on 20 Oct 2021. The report is available here.</a>
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	3. Agree to recommend to Council that the new Traffic and Parking Bylaw 2021 is adopted and the current Part 5: Traffic of the Wellington Consolidated Bylaw 2008 is revoked.	In progress	
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	13. Request officers report back to the Infrastructure Committee, within six months, on the implementation of changes in the Traffic Bylaw, including but not limited to introduction of new signage to prevent parking beyond seven days, improving design of shared use zones for pedestrian safety, enforcement of parking on footpaths and berms, and the potential need for more broken yellow lines on narrow streets, near bus stops and within six metres of intersections.	In progress	
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	15. Request officers add to the work programme to request engine braking noise monitoring by Waka Kotahi NZ Transport Agency on Brooklyn Hill Rd and Ohiro Road due to the high number and frequency of trucks that travel to and from the three landfills. Officers to commence engagement with waste operators to explore voluntary measures to reduce engine braking noise disturbance.	In progress	Preparing Funding Agreement extension. Estimated completion date is November.



Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	2. Agree to formally consult on implementing permanent infrastructure between south of the intersection of Victoria Street/Karo Drive (SH1) and the intersection of Ohiro Road/Todman Street.	In progress
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	3. Agree that upgraded pedestrian facilities will be investigated as a part of this work.	In progress
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.3 Traffic Resolution - TR94-21 Cou	2. Approve the following amendment to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 as per Attachment 1: a) TR94-21 Courtenay Place, Te Aro - P30 time limited parking: i) at all times for four spaces, ii) outside of charging hours for five "pay by space" spaces, and iii) outside loading zone hours for two loading zone spaces.	In progress
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Draft Bike Network Plan for Consultation	2. Agree that the content of the draft Bike Network Plan (Attachment 1) be released for consultation.	Complete
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Draft Bike Network Plan for Consultation	3. Agree that the Committee Chair and Deputy Chair authorise changes to the draft plan prior to consultation in line with the intent of any decisions the Committee makes today.	Complete
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Draft Bike Network Plan for Consultation	6. Endorse commencing work to install transitional schemes for the routes from the city to Newtown and the city to the Botanic Garden in partnership with Let's Get Wellington Moving.	Complete
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Draft Bike Network Plan for Consultation	7. Note that Appendix 2 will be corrected to show the following network classifications: • Leonie Gill pathway, Onepu Rd- Cockburn Street, secondary • Leonie Gill pathway, Tirangi Rd - Onepu Rd, primary	Complete
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.6 Te Ngākau Civic Precinct Framework Hearings	2. Hear the oral submitters and thank them for speaking to their submissions.	Complete
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	2. Agree to the demolition of the carparking building subject to Council agreement on timing of demolition (noting the need to strengthen or demolish by 2034).	Complete
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	3. Subject to landowner and resource consent processes, endorse in principle the Fale Malae Trust proposal to continue investigating Frank Kitts Park as the preferred site for the Fale Malae, being the south west corner of the park where the carpark building is currently located.	Complete

Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	4. Direct officers to prepare a development plan and report back to Council by June 30 2022, recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).	In progress
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	5. If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.	In progress
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	6. Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.	In progress
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	8. Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.	In progress
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.3 Te Atakura First to Zero 2021 Update	2. Agree that officers publish the Te Atakura First to Zero 2021 Update on the Council website.	Complete

Wednesday, 20 October 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Draft Wellington City District Plan 2021 for Consultation (substantive motion)	2. Approve the Draft Wellington City District Plan 2021 for consultation with the following changes: ii. Agree that further work will be done before the District Plan is notified formally on policies and objectives to achieve positive stormwater management outcomes where practicable, iv. Note that the exposure draft of the Natural and Built Environments considers the introduction of environmental limits and Wellington City Council will continue to engage with this process and contribute to the thinking about how these limits will operate in practice, v. Note that announcements made around a new bill to increase the level of medium density housing on the 19th October 2021 are likely to have significant implications around Wellingtonians' access to sunlight and daylight and that this issue will be considered alongside the issue of housing affordability and availability as part of the submission process by this Committee. vi. Request officers do more work before the publication of the Notified District Plan to identify significant viewshafts for protection, including views to and from the Basin Reserve, the Carillon, the Victoria University site and Old St Pauls.	Complete
Wednesday, 20 October 2021	Pūroro Āmua   Planning and Environment	2.1 Approval of Draft Wellington City District Plan 2021 for Consultation (substantive motion)	3. Note that discussions with the airport are continuing on the need for a public access road to remain between South Miramar/Strathmore Park and Moa Point. This is needed to avoid community severance and to ensure resilience, particularly given the new sludge treatment infrastructure that may be located in the area.	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	1. Receive the information.	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	2. Approve the Let's Get Wellington Moving – Golden Mile, Single Stage Business Case.	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	3. Note that Wellington City Council's partner share of costs (49% WCC, 51% Waka Kotahi) to undertake the work in the next phase (Pre-Implementation) has been allowed for in the 2021-2031 Long Term Plan (LTP) as follows: 2021/22 - \$882,000 2022/23 - \$1,911,000 Total - \$2,793,000	Complete

Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	4. Note that LGWM will report back to Council in Q2 2022 providing updates on cost management and engagement, and seeking approval for detailed design, funding and traffic resolutions.	In progress
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	5. Require LGWM to engage closely with the local business community on design and delivery implementation to ensure the needs of business are as best as possible met through detailed design of the project.	In progress
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	6. Agree that the design and allocation of parking will follow the Council's 2020 Parking Policy hierarchy.	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	7. Note the funding allocation report will need to explicitly incorporate the loss of parking revenue to Council.	In progress
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	3.1 Report of the Kāwai Whakatipu   Grants Subcommittee Meeting of 13 October 2021	a. Approve the criteria as per Attachment 1, and b. Note the processes for administering the fund.	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.2 Wellington Central City Green Network Plan	1. Receive the information	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.2 Wellington Central City Green Network Plan	2. Adopt the draft Green Network Plan (GNP) – (Attachment 1).	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.2 Wellington Central City Green Network Plan	3. Request officers to come back with an Implementation Framework and the finalised GNP early 2022 setting funding and partnering options, programmes of work, actions and targets over 30 years which will direct: a. Protecting existing green elements b. Planting more trees c. Enhancing and greening existing public spaces d. Developing sites into new parks	In progress
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.2 Wellington Central City Green Network Plan	4. Request officers to identify a te reo Māori name for the GNP.	In progress
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Taiao	1. Receive the information.	Complete
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Taiao	2. Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	1. Receive the information in this report.	Complete



Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	2. Agree that officers continue to engage with the LGWM partners around the incorporation of low traffic interventions, including a traffic circulation plan in LGWM	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	3. Agree that officers continue to develop parklet guidelines.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	4. Agree that officers investigate options for bike libraries and e-bike schemes.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	5. Agree that officers investigate opportunities for low traffic streets in areas outside of the scope of LGWM, in line with Council's strategic vision and within current programmes of work and budgets.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	6. Agree to name this project Te Aro Tātou, as Te Aro refers to one of the original names of the central city, as well as the official name of the suburb, and tātou refers to inclusion and access for all people.	Complete
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	7. Agree to open up Dixon Street (Taranaki Street - Victoria Street) as budgeted in the Pōneke Promise and agree to open up Cuba Street (Ghuznee Street - Vivian Street) to people by limiting private vehicle access, for consideration in the LTP 24-34 process.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	8. Support Cuba Street businesses this summer to explore possible people-centric layouts, via formal research and temporary trials such as "open street" events and trial parking arrangements.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	9. Support hospitality and retail businesses towards larger outdoor, on-street dining spaces and street amenity improvements to accommodate socially-distanced shopping, dining and public life over summer.	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	1. Receive the information	Complete

Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	<p>2. Agree to progress with</p> <p>a) Safety Improvements option integrated with the resurfacing works until LGWM MRT upgrade and</p> <p>i. Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D).</p> <p>iii. Request officers develop the traffic resolution to ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy.</p> <p>iv. Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year.</p> <p>v. Note that the current Long Term Plan has up to \$14m</p>	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	<p>3. Agree to develop the proposed chosen option, and progress with the formal traffic resolutions process.</p>	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	<p>4. Note that LGWM is currently engaging with the community including options where MRT is proposed to go to Island Bay using The Parade.</p>	In progress
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	<p>5. Request officers undertake a Local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option.</p>	In progress