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

Time: 9:30am  
Date: Thursday, 9 June 2022  
Venue: Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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## **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, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, 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.*

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## **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

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## 1. Meeting Conduct

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### 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,</b>	Draw on the supreme sacredness
<b>te wairua</b>	To clear, to free the heart, the body
<b>I te ara takatū</b>	and the spirit of mankind
<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 12 May 2022 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.

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2. Petitions

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**PETITION: TINAKORI ROAD CYCLEWAY**

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**Whakarāpotopoto | Summary**

**Primary Petitioner:** David Middleton

**Total Signatures:** 422

**Relevant Previous decisions**

The Long-Term Plan (2021) consultation resulted in a Council decision to accelerate the development of a city-wide bike network and Paneke Pōneke – Wellington Bike Network (2022) confirmed Bowen St and Tinakori Rd as a primary route on the network to be delivered through rapid transitional installations. In September 2021, the Planning and Environment Committee endorsed “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”.

**Financial considerations**

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

**Risk**

Low       Medium       High       Extreme

Author	Claire Pascoe, Transitional Programme Manager
Authoriser	Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer

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## Taunakitanga | Officers' Recommendations

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

## Takenga mai | Background

1. Wellington City Council operates a system of Petitions whereby people can petition the Council on matters related to Council business.

2. The Petition details are as follows:

We, the undersigned, petition Wellington City Council to **not remove all short- and medium-term carparks on Tinakori Road between Bowen and Glenmore Streets**. The current proposal is to remove about 30 timed carpark spaces.

3. The background information provided for the Petition was:

Removing carparks will create a no-stopping rout from Glenmore Street into the City – a virtual Expressway. There are several businesses along this route that require deliveries to be made and rely on customers being able to park in the street for a short while. Removing this facility will be devastating for them. These businesses include:

- Spring and Fern Tavern
- Goods Bakery
- Capital Advice Mortgage and Insurance Brokers
- Thorndon General Store
- Wall Street Fabrics
- Memory Lane Antiques
- Lange Dental Clinic

It is also likely that removing the carparks will have a detrimental effect on other business in Thorndon Village, which is already very congested.

The cycle route runs alongside the Botanic Garden and many visitors park in Tinakori Road to visit Anderson Park, the Lady Norwood Rose Garden, the Begonia House and Picnic Café. Alternative Parking within the Botanic Garden is very limited so the parkin in Tinakori Road is much used and is part of a daily outing – often with dogs or toddlers in pushchairs – for a significant number of Wellingtonians.

4. The Petition closed on 31 May 2022 with 422 signatures. The list of signatures is presented as **Attachment 1**.

## Whakautu | Officers' response

### Whakarāpopoto | Executive Summary

1. Officers acknowledge the concerns of the Tinakori Rd residents and businesses, thank them for the constructive way they have worked with the project. Officers will continue to work with them on finalising the details of the bike and bus improvements from Botanic Garden ki Paekākā to the City.
2. The Tinakori Rd bike and bus improvements are part of the transitional programme which uses interim street changes to trial changes and accelerate the roll-out of a



connected, safe bike network alongside bus network improvements, implementing the LTP decision, Bus Priority Action Plan and Paneke Pōneke.

3. Projects and designs are iteratively developed by technical experts and from feedback with input from a technical working group to ensure the project delivers on its objectives without compromising road safety, within an already constrained road corridor.
4. Targeted engagement occurs in parallel with directly affected key stakeholders prior to installation and formal public consultation is undertaken once the interim design is installed so the community can experience the changes, then provide feedback. This approach also allows an opportunity to collect data to further inform design and decision making around future permanent changes.
5. Through targeted engagement with the Tinakori residents and businesses, officers have adapted the initial design to incorporate feedback and further mitigate the impacts of reduced car parking and longer standing issues with the current convergence of four parking zones in this area. Officers are continuing to investigate additional changes, pending technical road safety advice.
6. Officers have also identified several areas for monitoring once the transitional project is in, that may require additional design tweaks.

### **Takenga mai | Background**

7. The Transitional programme is a key initiative to deliver on several strategic outcomes for the city, including the Bus Priority Action Plan, The Spatial Plan and Te Atakura.
8. The Long-Term Plan (2021) consultation resulted in a Council decision to accelerate the development of a city-wide bike network and Paneke Pōneke – Wellington Bike Network (2022) confirmed Bowen St and Tinakori Rd as a primary route on the network to be delivered through rapid transitional installations.
9. The bus and bike improvements being delivered on these streets are part of the transitional programme, that is using interim installations to test and trial designs in real time through a Traffic Management Plan.
10. This process was approved by Council in March, as part of Paneke Pōneke, and is the basis of how Council will accelerate the roll-out of a safe, connected bike network.
11. Bowen St, up to the Tinakori Rd intersection, is part of Let's Get Wellington Moving and feedback and data from the transitional project will directly inform the business case development and Council decisions, including through the traffic resolution process post consultation, of the LGWM permanent upgrade.
12. A traffic resolution process will also be undertaken by the transitional project team for the Tinakori Rd section of the route, following the collection of quantitative data and qualitative feedback. This process is planned to be complete within 12 months of the installation going in but may occur sooner.
13. The objectives of this project are to:
  - increase the percentage of people travelling along these streets on bikes and buses,
  - improve the safety and perceived safety of people walking and cycling,
  - improve the diversity of people involved in the process and travelling by bike and
  - decrease the time taken to deliver strategic transport projects.
14. The improvements are being made using adaptable lower-cost materials and can be tweaked based on public feedback, and data, once these initial designs are in place.

This process has been used successfully elsewhere in both New Zealand and overseas to help deliver planned works more quickly, inform better evidence-based decision making and improve designs before committing to expensive, permanent changes.

15. In September 2021, the Planning and Environment Committee endorsed “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”.
16. Baseline data collected along this route indicates that there are currently 430 trips made per day by bike on this route, with 67% of people feeling the streets don’t provide for active modes. The Bus Priority Action Plan identified there are 5700 bus passengers on this route daily with extensive delays along Bowen Street with bus stop to stop speeds reduced to 10-20km/hr at times.
17. Following Council endorsement, officers developed communication materials, launched public web pages, and incorporated information about these projects into the wider public consultation that was undertaken for Let’s Get Wellington Moving, the District Plan and Paneke Pōneke that occurred in early December 2021. Consultation during this phase included a drop-in session off Molesworth St, where flyers for this project were distributed.
18. Initial correspondence was made with the Tinakori Residents Association via an email sent on the 9th December. This was followed up with an in person meeting with one of the associations board members on the 17th December to discuss the designs that had been developed at that stage.
19. The design process, led by technical experts and with input from key operational stakeholders resulted in a street design that met the objectives of the project, and this design was launched on the Wellington City Council website on February 23, following by social media posts a public webinar and direct contact with relevant community groups.

### **Kōrerorero | Discussion**

20. The designs made public on February 23 included a separated bike lane in the uphill direction along Bowen and Tinakori Rd, as well as a shared bus stop platform that was required to manage the conflict where the bike lane and bus stop interact.
21. In the downhill direction, the designs include a full time shared bus/bike lane to provide all day connectivity and safety improvements for people on bikes. This was the preferred option for this route given the road width constraints, gradient (and therefore relatively low speed differential) and bus network improvements identified in the Bus Priority Action Plan from 2019.
22. A draft Parking Management Plan was completed for the project (Attachment 2). The design for Tinakori Rd included the removal of approximately 36 carparks including coupon parking, residents and time restricted. Residents parking spaces have been relocated to St Marys Street with an additional three added. The two P10s have also been relocated to St Marys Street.
23. Officers accompanied the Mayor and ward Councillors to a meeting with Tinakori residents, businesses on March 21 on site to discuss concerns regarding the designs. These were primarily relating to the removal of short term carparking in the area. A community working group was established to continue engagement on the designs.

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24. Following this meeting, officers identified a number of tweaks that could be made to the design, without compromising the objectives of the projects, to mitigate some of the carpark removal. These tweaks included:
    - a. adding an additional 6 carparks at the top of Bowen St for short term stays
    - b. investigating a change in parking zone for Patanga Cres and St Mary's St to remove Kelburn commuters from parking in these streets, freeing them up for residents and short stay visitors. The current zoning maps can be seen in attachment 3.
  25. Officers received a proposed adapted Parking Management Plan from the Tinakori community on 2 May 2022 and met with the community working group again on May 16 to discuss their recommendations, and further mitigation opportunities.
  26. Based on this further engagement, additional design tweaks are being investigated, including:
    - a. additional parking management options, including changing some restrictions on Patanga Cres to improve access for short term visitors and residents.
    - b. extending the 30 kph zone in Thorndon Village to the pedestrian crossing outside the Botanic Garden, as recommended by the Tinakori community working group, as part of the interim design, supported by recent national speed change rules.
    - c. potential to work with the Thorndon Society to extend the heritage tiles from the village up to the entrance to the Gardens (grants money previously granted).
  27. Officers have carefully considered the request from Tinakori residents and businesses regarding a peak hour's bus lane, rather than a 24/7 lane, and believe trialling this option could be acceptable in the downhill direction on Tinakori Rd only. This design compromise would be made in recognition that other parts of Wellington City are likely to require this type of solution as part of the transitional programme and will support consistency and fairness across the city. Officers are getting technical advice to confirm this option is acceptable. This design compromise would be tested through the interim design and then re-assessed based on public feedback when the next stage of the route is developed, which will connect to the large Karori catchment.
  28. Installing a peak hour bus lane on Tinkaori Road would enable 10 parking spaces to be retained outside of peak hours. For safety reasons, officers recommend removing the three carparks between the bus stop and the Bowen St intersection, to avoid conflict at the intersection. The width of the out of peak parking bays would be widened to avoid people on bikes riding in the car door zone. Officers are still investigating what the preferred bus lane hours would be on Tinakori Rd to maximise the number of people that will benefit from it.
  29. Given the higher priority of short term and resident parking over commuter parking, and the intent to support the design with lower speeds, this solution is only recommended for Tinakori Rd, and not Bowen St, where more alternative parking exists.
  30. Officers strongly recommend maintaining the protected bike lane in the uphill direction on Tinakori Rd as this is fundamental to the design of the route. The project objectives are unlikely to be met if people on bikes are forced to merge with faster moving traffic at this section and road safety audit processes are likely to pick this up as a significant and unacceptable hazard.

31. The bike and bus improvements delivered through this project will also make the Botanic Gardens safer and more convenient to access by bike and public transport. Botanic Gardens ki Paekākā is currently well served by public transport with bus numbers 2, 13, 33 and 34 passing the Centennial and Founders' entrances and bus numbers 18, 21, 22 and 37 passing the Kelburn entrance. The Cable Car and Wellington train station are also in close proximity. There is an onsite parking facility near the Lady Norwood gardens and the area can also be accessed from publicly accessible carparking buildings on Clifton Terrace and Ballantrae Place. At this stage, parking further up Glenmore St is also available.
32. This project is currently scheduled to start in September, with an upgrade of the Bowen/Terrace intersection which is part of the Central City Pedestrian Improvement Package by Let's Get Wellington Moving. Once these works have been completed, the remainder of the route will be installed. The project was initially due to start six months earlier but was delayed due to contractor availability and the Wellington protests. Opportunities to advance delivery earlier are currently being investigated.

### **Ngā mahinga e whai ake nei | Next actions**

33. Officers recommend progressing with the final design and installation of the Botanic Garden ki Paekākā to City bike and bus improvements, acknowledging the incorporation of several recommendations following engagement with Tinakori residents and businesses.
34. Officers have provided the Tinakori working group with a 'Request for Action' form to gather signatures for an application to change the current parking zone of Patanga Cres and St Marys St. Once this paperwork is received, officers will work with Transport and Infrastructure, and Parking Services to investigate a change in zone for these side streets.
35. Officers will be monitoring and evaluating the design once it is installed and will review whether any adaptations are required based on data and public feedback including from Tinakori residents and businesses. There is an early opportunity to progress permanent changes at the Bowen/Tinakori Rd intersection as part of the Let's Get Wellington Moving project schedule to start delivery in 2024
36. Officers will continue to engage with the Tinakori working group as we finalise the details around the agreed changes and through the consultation period once the route is

### **Attachments**

- Attachment 1. Petition
- Attachment 2. Draft Parking Management Plan: Botanic Gardens to City
- Attachment 3. Kelburn Zone Eligibility Map

# Petition to Wellington City Council

## Botanic Garden ki Paekaka to City Cycle Way

### Removal of carparks at the upper end of Tinakori Road

Petition Organiser: Thorndon General Store, 348 Tinakori Road, Wellington 6011

We, the undersigned, petition Wellington City Council to **not remove all short- and medium-term carparks on Tinakori Road between Bowen and Glenmore Streets**. The current proposal is to remove about 30 timed carpark spaces.

#### Background

Removing carparks will create a no-stopping route from Glenmore Street into the City – a virtual Expressway. There are several businesses along this route that require deliveries to be made and rely on customers being able to park in the street for a short while. Removing this facility will be devastating for them. These businesses include:

- Sprig and Fern Tavern
- Goods Bakery
- Capital Advice Mortgage and Insurance Brokers
- Thorndon General Store
- Wall Street Fabrics
- Memory Lane Antiques
- Lange Dental Clinic

It is also likely that removing the carparks will have a detrimental affect on other businesses in Thorndon Village, which is already very congested.

The cycle route runs alongside the Botanic Garden and many visitors park in Tinakori Road to visit Anderson Park, the Lady Norwood Rose Garden, the Begonia House and Picnic Café. Alternative parking within the Botanic Garden is very limited so the parking in Tinakori Road is much used and is part of a daily outing – often with dogs or toddlers in pushchairs – for a significant number of Wellingtonians.

Name	Signature	Address or Email
R.R. Murgott	<i>[Signature]</i>	[Redacted]
<i>[Signature]</i>	<i>[Signature]</i>	[Redacted]
V. CORNER	<i>[Signature]</i>	[Redacted]
D. MCLEAVEY	<i>[Signature]</i>	[Redacted]
E.A. Barr	<i>[Signature]</i>	[Redacted]
Stuart Hoal	<i>[Signature]</i>	[Redacted]
Albertine Hefford	<i>[Signature]</i>	[Redacted]
Hay Colman	<i>[Signature]</i>	[Redacted]
Kate Pearce	<i>[Signature]</i>	[Redacted]
Amanda Peaple	<i>[Signature]</i>	[Redacted]
Jessica Staveley	<i>[Signature]</i>	[Redacted]
Behadi McFadyg	<i>[Signature]</i>	[Redacted]
Oliver Chapman	<i>[Signature]</i>	[Redacted]
Allison Jones	<i>[Signature]</i>	[Redacted]
Hay Colman	<i>[Signature]</i>	[Redacted]
<i>[Signature]</i>	<i>[Signature]</i>	[Redacted]
Susan Harvey	<i>[Signature]</i>	[Redacted]
Helen J. Hill	<i>[Signature]</i>	[Redacted]
G. Jarden	<i>[Signature]</i>	[Redacted]
H.D. KENNERTON	<i>[Signature]</i>	[Redacted]
Keitha Booth	<i>[Signature]</i>	[Redacted]

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Name	Signature	Address or Email
John MacLornich		[Redacted]
JUSTINE CROXEN		
Aaron Robbins		
Thomas Tawakilai		
Vivienne Kewell		
Mawina Barber		
Naomi Steenkamp		
Jan Wells		
ASHLEIGH FERRICK		
Kennette Breyenbach		
Han Solana		
Kennette Scott		
Julie Morgan		
Stuart Greenby		
Phil Gyl		
Levi Wolf		
Ann Bole		
Connor Monaghan		
Murleap Gyl		
Nidhi Clark		

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Name	Signature	Address or Email
Mika Paak		
Leial Anderson		
<del>AREA REWY</del>		
DES HENRY		
Karan Banga		
Peter King		
Olivia Lambourn		
Holly Pedersen		
LIZ MATE		
Ruan Kenny		
Josh Sykes		
Alex Bho		
Rachel Feenstra		
ORMILA BANJA		
NIGEL THOMSON		
Hayden Wood		
Natalia Gilmer		
Andre Klauskens		
Jack Spence		
Andrew McConnell		

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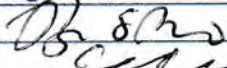
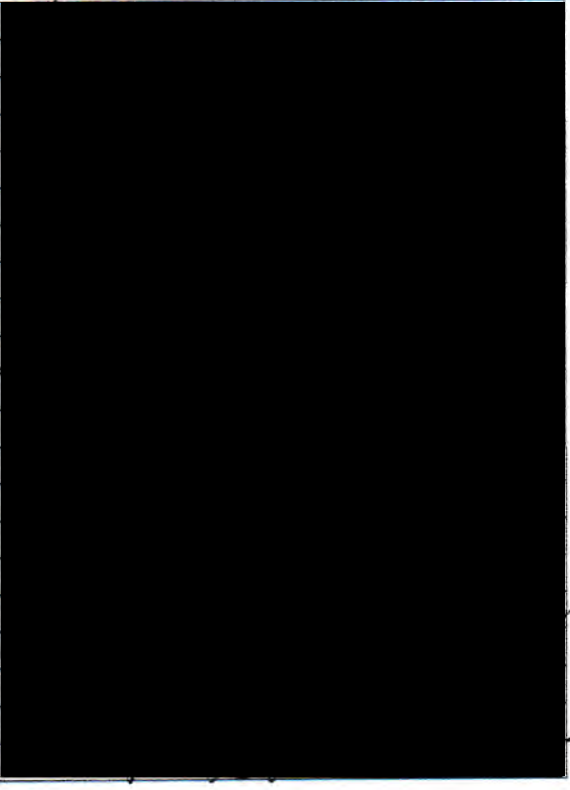
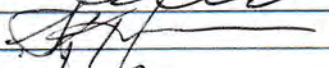
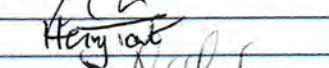
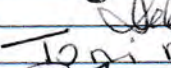

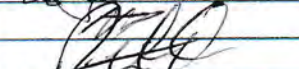


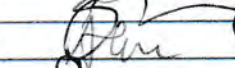

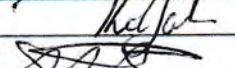




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Name	Signature	Address or Email
Ryan Wilson		
Tsubasa Takahashi		
Stuart Mackinnon		
David Tiley HENRY TAYLOR		
David Middleton		
Toni Stevens		
Joseph Stone		
Jana Currie Milky		
Z. HARRIS		
Pheobe Tumar		
Ken Ng		
Lindy Nelson		
Grant Barvold		
Amanda Evans		
Susan Oakley		
Mike Rennie		
KIT JACKSON		
Sophie Stewart		
Johnny Bludis		



# Petition to Wellington City Council

## Botanic Garden ki Paekaka to City Cycle Way

### Removal of carparks at the upper end of Tinakori Road

Petition Organiser: Thorndon General Store, 348 Tinakori Road, Wellington 6011

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Name	Signature	Address or Email
Helen Middleton		
MARC JOHNSTON		
Charlotte McInnes		
Stephanie Bruce		
Sangay Genth		
Tom C...		
Taylor Anwar		
Robert Hutchinson		
Shauna Mendez		
Lila Gilchrist		
KAREN SMYTH		
ROB WINFIELD		
Morgan Dudge		
Jan Bomholdt		
Ethen Morrison		
Sobel Tennent		
John Taylor		
no. M... 168		
Murray Pillar		

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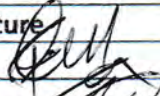
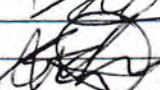
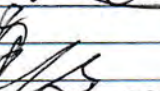
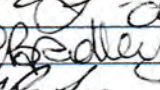
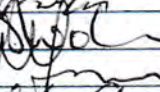
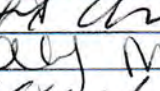

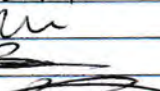



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Name	Signature	Address or Email
DR PARM GILL		[Redacted]
Manindupal Singh		
Brian Agnew		
Rio Sierra		
Angela Quaye		
Hester Albert		
Amy Bradley		
M. P. M. P.		
Kerry Watterman		
MIKE TOWNSEND		
Hayden Atcock		
MARY McBRIDE		
PARESH PATEL		
Karen Gill		
Kiri Small		
Summer Waita		
Nitesh		
Penny Mungala		
Hari Swarna		

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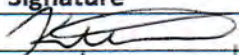
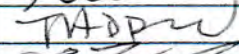
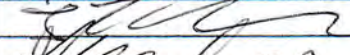


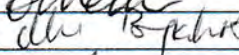



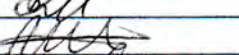




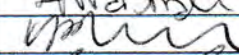
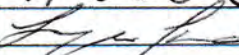
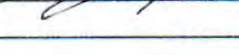


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Name	Signature	Address or Email
Kahu Te Muro		
JOHN ADDISON		
Janece Brennan		
Alexis Sutherland		
Kellee Candy		
(Georgina)		
Mia Witovic		
Kieran Mitchell		
Bethesda Jaden		
Alex Dyles		
Bruce-Zahn McDougall		
Annalise Will		
Shawn Wilmshurst		
Daniel Tuki		
Gracina Blue		
Charlotte Wilson		
Leanne Nelshole		
Mike Marshall		
Logan Steadnyk		

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Name	Signature	Address or Email
Andrew Marnott		[Redacted Address and Email Information]
Teresa Ryan		
Mike Wray		
Sarah Harvey		
Emma Roebuck		
Benny Murphy		
John Gray		
Daemal Darwin		
BASIL EMMIS		
KRISTOS FOCAS		
Wendy Smith		
Wendy Hosie		
Stefan Gellodg		
Tsubasa Takahashi		
GARY DOWNEY		
Henry Soper		
SHUK P. SAMER		
Stuart Mackinnon		
Leah Ellis		
Cam Carter		
Hui Solomon		

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Name	Signature	Address or Email
Hannah Gould		
Melanie Walsh		
S. William-Worrall		
Frighan		
M. Sullivan		
Hair Salon		
Thomas		
Trish Thomas		
Carol Davis		
Soap Works		
Hair Salon		
Peter Ward		
Iahia Aupapa-Mackie		
Sam Patterson		
Nancy Whelan		
Bob Ward		
Hair Salon		
Will Cunningham		
Hair Salon		
Carrie Lagerstedt		

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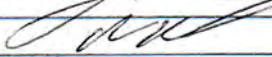

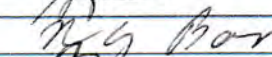
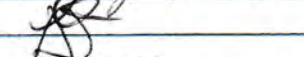


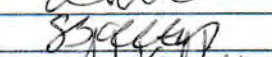
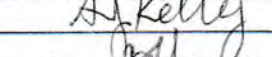
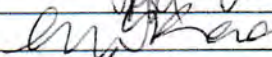



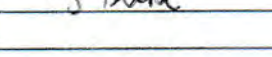




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Name	Signature	Address or Email
Taine Lawrence		
Freddie May		
Patricia Campbell		
Alan Taylor		
Neill Barr		
Lindsay Aves		
Kusby Miller		
DIONO TEWHEU		
Kayne Horie		
Alan Hamilton		
Sarah Bolton		
Jane Kelly		
Hannah Hargreaves		
Mia McPherson		
John Williams		
Karl Scally		
Isa Serrano		
TOA Colford		
Jordyn Mackie		

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Name	Signature	Address or Email
EVAN THOMAS	Evan Thomas	
Meruya Page	Meruya Page	
Hugh Templeton	H Templeton	
Annabelle Cheetham	accheetham	
Win Mchea	N.M. Mchea	
Millie Kieleybie	Millie Kieleybie	
Jessica Smith	Jessica Smith	
Fem Jones	Fem Jones	
KAY WILSON	Kay Wilson	
Catherine Rees	Catherine Rees	
David Peters	David Peters	
Neil Peter	Neil Peter	
DALE McFAVISH	Dale McFavish	
Shelley	Shelley	
Lobby Cannon	Lobby Cannon	
J. Brennan	Narogie Brennan	
R. BRENNAN	R. Brennan	

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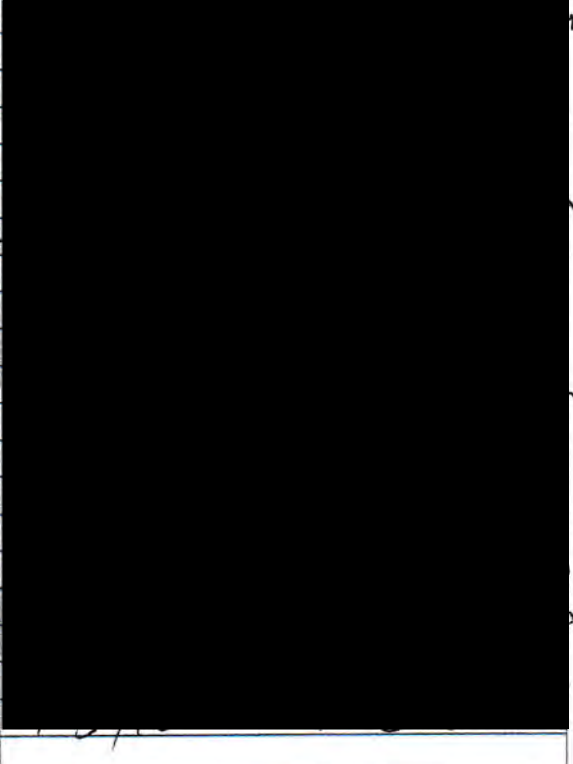


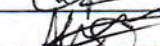

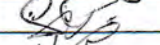














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Name	Signature	Address or Email
ERAMDEEP SINGH		
Elena Hetherington		
Hani Solera		
Nathan Rogers		
Alex Grey		
Nicki Stephens		
Senja Pick		
Mary Thompson		
Lilly Rhind		
Hani Solera		
Ben Newby		
Harley Wroble		
Jane Cadman		
Hani Solera		
Katherine Gilmore		
Catherine Neill		
Meredith Wain		
Dine McDonough		
Shirley Peckham		
Hani Solera		



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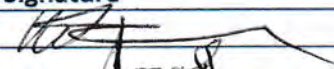
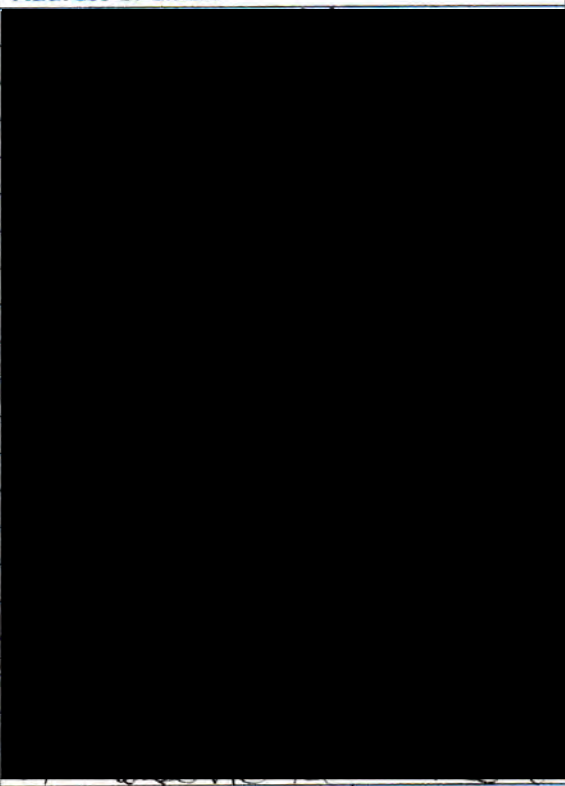


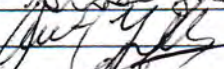
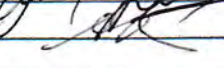
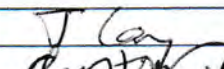
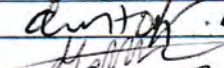
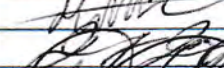


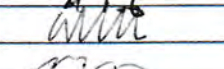
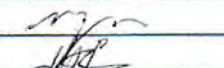
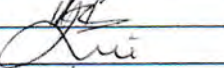
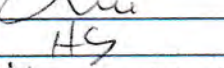
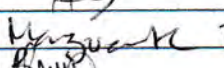
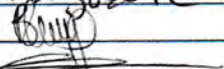
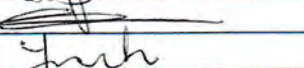



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Name	Signature	Address or Email
YC Ngan		
M. J. Small		
Gina Thurman		
Emily Tilley		
Tony Boyles		
John Langford		
Anton Grant		
Jess Patterson		
TJ TAYLOR		
R. J. Araujo		
Har Solovay		
EMM Marshall		
Nicole Lupp		
Har Solovay		
J. Valdesa		
Hhi Solovay		
M. Bove		
Breanna (Mum)		
Hilary Alcock		
MONA LOCK		

# Petition to Wellington City Council

## Botanic Garden ki Paekaka to City Cycle Way

### Removal of carparks at the upper end of Tinakori Road

Petition Organiser: Thorndon General Store, 348 Tinakori Road, Wellington 6011

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Name	Signature	Address or Email
MATT TITMANN		
Connor O'Sullivan		
SAM RODBOURN		
mat Williams		
Hannah Masche		
Paul Lukoa		
Isano Glossey		
HONNAGAT		
BOOGATU		
Ra Cutts		
Celeste Gillmer		
Kirsty Henderson		
Janie King		
Hattie Goodwell		
Mere Takako		
Robyn McAllister		
Bridgette Yates		
Mark Braden		
Will Barber		

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Name	Signature	Address or Email
A MARSHALL		
E Short		
Tim Edwards		
John Johnson		
R. C. Haffords		
Robert Hunter		
Jon Dunsheath		
Elizabeth Mark		
Graff Owen		
Graff Cuse		
NIFFIE DOUGLAS		
LIZ HIRISE MATE		
Ferrera Griffiths		
Brian Moring		
Nicola Marshall		
Barry Foote		
Craig Palmer		
Dorothy Thompson		
Tamara W. Hall		
Wanda Hosis		
Malcolm Reilly		

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Name	Signature	Address or Email
Michael Hill		
Philip Luth		
Richard Dewar		
Haleigh Trower		
Dinah Priestley		
" "	" "	
Helen Small		
Robert Gospa		
Tina Rounkka		
Jan Healey		
John Barber		
John Barber		
Kate Parsons		
GLEN VIVIAN		
JOHN COMPTON		
Errol Pepe		
CARL HASTINGS		
Victoria Carpenter		
Neil Harrap		

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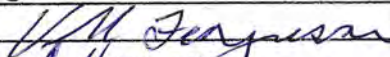
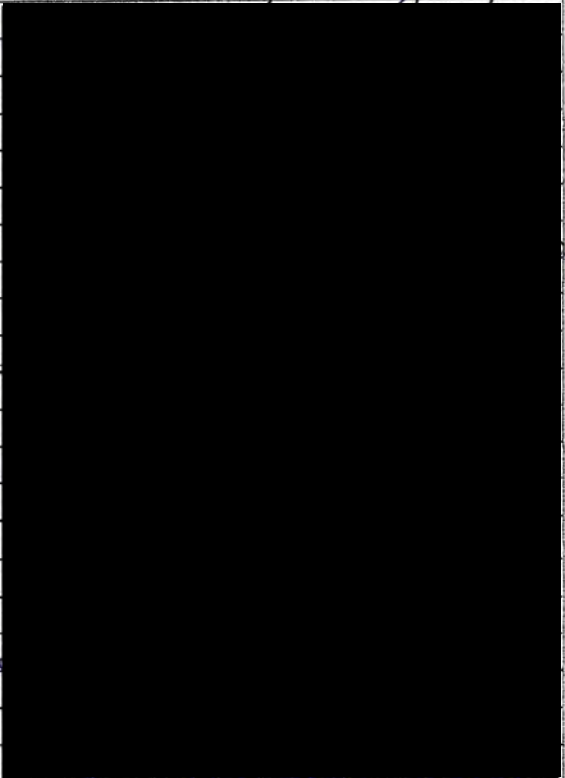
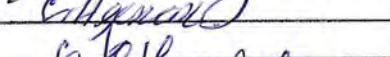
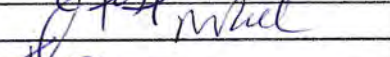
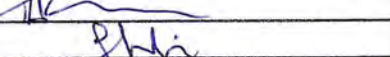
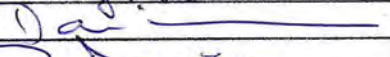
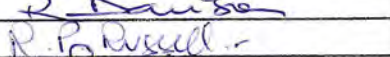
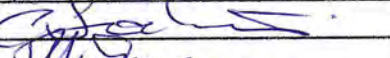

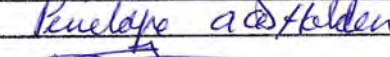
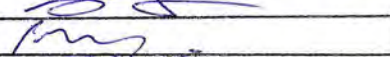
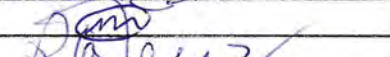
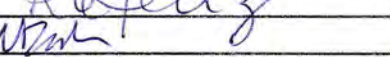

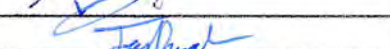



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Name	Signature	Address or Email
Val Fergusson		
Catherine Heenan		
Cam Fife		
ALAN PENTON		
Tommy Drumm		
Jacqueline Hills		
Laura Davison		
Rachel Dawko		
Ernie Russell		
Cleary Lockell		
Pat Daignan		
Robyn Lange		
Penelope Holden		
Long Lin		
A Peter Wintley		
Nicholas Winslow		
R. E. FEUZ		
Matthew Daysh		
Jayne Wylie		
Vicki O'Brien		
James Daysh		



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Name	Signature	Address or Email
Stephanie Bruce	[Signature]	[Redacted]
Sally Mann	[Signature]	[Redacted]
Emma McLaughlin	[Signature]	[Redacted]
MATT HART	[Signature]	[Redacted]
Melina Barnett	[Signature]	[Redacted]
Nichole Brennan	[Signature]	[Redacted]
Charlotte Schaefer	[Signature]	[Redacted]
Grant Richardson	[Signature]	[Redacted]
Rhoda Richardson	[Signature]	[Redacted]
Jacqui Schryer	[Signature]	[Redacted]
Phillipa Parkin-Smith	[Signature]	[Redacted]
Carlyn C.	[Signature]	[Redacted]
Dan Mann	[Signature]	[Redacted]
Colleen Wright	[Signature]	[Redacted]
Imanda Allan	[Signature]	[Redacted]
Tom Carson	[Signature]	[Redacted]
Summer Faulkner	[Signature]	[Redacted]
Rebecka Lisa	[Signature]	[Redacted]
Lynley Camig	[Signature]	[Redacted]
Colin Strabridge	[Signature]	[Redacted]
Vivian Cheng	[Signature]	[Redacted]

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Name	Signature	Address or Email
Hari-Solana	HS	
Hari Solana	HS	
Aarav Patel	AP	
Tanya Engineer	TE	
Charlotte Cameron	CC	
Hari Solana	HS	
Sony Browne	SB	
Susan Browne	SB	
Chukha Muneetha	CM	
Vanita Bhanu	VB	
Hari Solana	HS	
Hari Solana	HS	
NIMESH PATEL	NP	
Vikhylole	VK	
MARY COLLINS	MC	





















# Parking Management Plan: Botanic Garden ki Paekākā to city

## Wellington City Council

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke



# Parking Management Plan: Botanic Garden ki Paekākā to city

## Wellington City Council

### Quality Assurance Information

**Prepared for:** Wellington City Council  
**Job Number:** WCC-J007  
**Prepared by:** Nadine Dodge, Principal Transportation Planner/Economist  
**Reviewed by:** Dave Smith, Technical Director, Transportation Planning

Date issued	Status	Approved by
		Name
18 November 2021	First draft issued	Dave Smith

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## Executive Summary

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Botanic Gardens ki Paekākā to city bike route. For this analysis, the route had been split into three sections: Tinakori Road (Patanga Crescent to Bowen Street), Bowen Street (Tinakori Road to Lambton Quay), and Whitmore Street (Lambton Quay to Customhouse Quay).

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving Wellington's vision. The Council's vision for transport is a system that can accommodate moving more people using fewer vehicles, in line with the city's goal of becoming a zero-carbon capital by 2050. The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Botanic Gardens ki Paekākā to city route.

Tinakori Road is a key transport route that connects Wellington's central city with the western suburbs. It is a main bus route and a primary connection for people on bikes. The section of Tinakori Road between the Botanic Gardens ki Paekākā and Bowen Street has several drivers of parking demand, including residents, local shops, commuters, and visitors to the Botanic Gardens ki Paekākā. The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 36 parking spaces located on Tinakori Road between Bowen Street and the Botanic Gardens ki Paekākā entrance. Before mitigation, the project is expected to have a high impact on P10 spaces and residents parking, a moderate impact on short-stay parking, and a low impact on commuter parking. P10 and short-stay parking are low priority and residents and commuter parking are lower priority on Tinakori Road, according to the Parking Policy. After mitigation, the project is expected to have a very low impact on P10 spaces, a low impact on residents parking, and a moderate impact on short-stay parking and commuter parking.

Bowen Street is a key transport route that connects Wellington's central city with the western suburbs. It is a main bus route and a primary connection for people on bikes. The upper portion of Bowen Street has few local drivers of parking demand as one side is bound by green space and on the other side, residences are serviced by a separate slip lane. The lower portion of Bowen Street is surrounded by Parliament and central government office buildings, creating high demand for all-day commuter parking. The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 131 parking spaces located on Bowen Street. Before mitigation, the project is expected to have a very high impact on commuter parking, a moderate impact on loading zones and a low impact on short-stay parking. Commuter parking is lower priority and loading zones and short-stay parking are low priority on Bowen Street, according to the Parking Policy. After mitigation, the project is expected to have a high impact on commuter parking, and a very low impact on short-stay parking and loading zones.

Whitmore Street is an arterial street in Wellington's central city. It is a primary east-west connection for private vehicles and people on bikes. Local drivers of parking demand include the Supreme Court and Wellington District Court, the Rydges Hotel, nearby government and private office buildings, and retail outlets clustered on Lambton Quay. Before mitigation, the project is expected to have a moderate impact on taxi stands and a low impact on short-stay parking. Short-stay parking is high priority and taxi stands are medium priority on Whitmore Street, according to the Parking Policy. After mitigation, the project is expected to have no impact on taxi stands or short-stay parking.

The Botanic Gardens ki Paekākā to city bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures presented in this report minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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# 1. Introduction

The purpose of this report is to develop a Parking Management Plan as part of the Transition Programme Botanic Gardens ki Paekākā to city bike route.

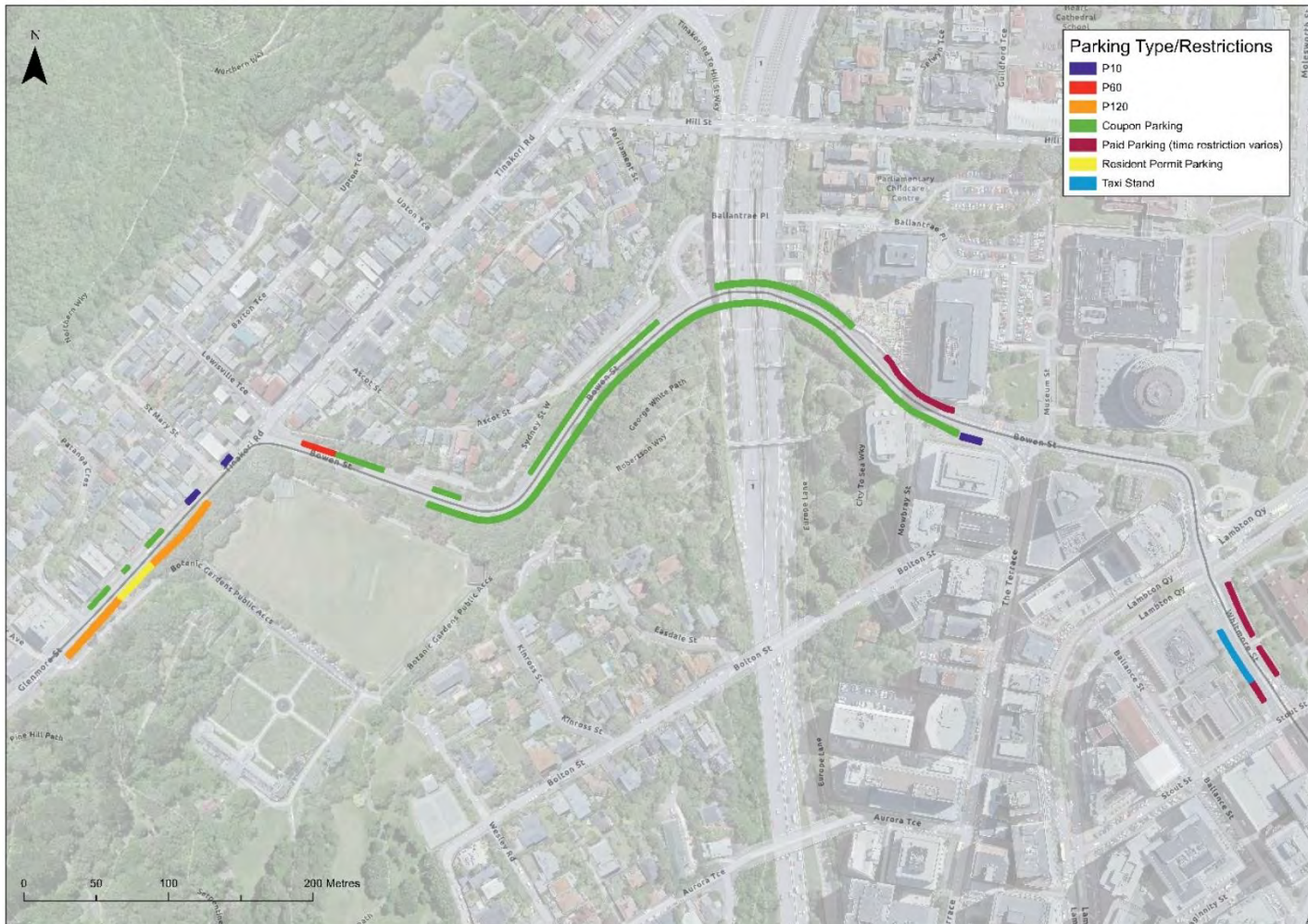
The Transition Programme, led by Wellington City Council and alongside LGWM, will take a new approach to community engagement and installation to help increase the pace of change. By using lower-cost materials that can be adjusted once they are in place, the city can install an interim bike network and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

For this analysis, the route had been split into three sections: Tinakori Road (Patanga Crescent to Bowen Street), Bowen Street (Tinakori Road to Lambton Quay), and Whitmore Street (Lambton Quay to Customhouse Quay). An overview of parking along the Botanic Gardens ki Paekākā to city bike route is shown in **Figure 1.1**.

For each section, the report:

- examines current parking demand and the main drivers of parking demand on the street;
- considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations; and
- proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing customers to alternative parking locations nearby.

**Figure 1.1** Parking along the Botanic Gardens ki Paekākā to city bike route



## 1.1 Wellington Parking Policy 2020

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

The Council’s vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. The city has also set a goal to be a zero-carbon capital by 2050 and transport will play a key role in achieving this goal.

The policy acknowledges that Wellington needs a more efficient transport system that makes better use of limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and on bikes, and fewer people driving and parking in busy areas. Achieving this will mean removing some on-street parking spaces on key transport routes, reallocating on-street road space to support active and public transport, and re-prioritising the remaining on-street space.

The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the number of spaces. The hierarchy for key transport routes is applied in the Parking Policy is shown in **Table 1.1** below. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Botanic Gardens ki Paekākā to city route.

**Table 1.1** Parking space hierarchy for key transport routes

Priority	Use
Highest priority	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction, and maintenance works)
High priority	Bus stops
Medium priority	
Low priority	Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) Taxi stands, Small Public Service Vehicle (SPSV) parking Coach and bus (short stay)
Lower priority	Residents Commuter (car & motorcycle) Coach and bus (long stay)
Lowest priority	

## 1.2 Measuring parking impact

For each section, the report considers the impact of the proposed bike route on the number of car parks available and the ability of users to park and access local destinations, before and after mitigation measures. The level of impact is assessed on a six-point scale, as outlined in **Table 1.2**.

**Table 1.2** Parking impact scale

Level of Impact	Definition
Very High	Removal of parking spaces has a very high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are not available within walking distance.
High	Removal of parking spaces has a high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 10-minute walking distance.
Moderate	Removal of parking spaces has a moderate impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 5-minute walking distance.
Low	Removal of parking spaces has a low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 3-minute walking distance.
Very low	Removal of parking spaces has a very low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 1-minute walking distance.
None or N/A	No impact on the ability of users to park and access local destinations or not applicable because this type of parking is not present.

## 2. Tinakori Road

### 2.1 About the area

The Botanic Gardens ki Paekākā to city project is proposed to use the section of Tinakori Road between Bowen Street and the Botanic Gardens ki Paekākā entrance.

Tinakori Road is a key transport route that connects Wellington's central city with the western suburbs and is home to the Tinakori Village on the section between Bowen Street and Upton Terrace. It is a main bus route and a primary connection for people on bikes. The section of Tinakori Road between the Botanic Gardens ki Paekākā and Bowen Street has several drivers of parking demand, including residents, local shops, commuters, and visitors to the Botanic Gardens ki Paekākā.

### 2.2 Current parking and usage

There are currently 36 parking spaces on the section of Tinakori Road between the Botanic Gardens ki Paekākā and Bowen Street. Of these spaces, most (58%) are free two-hour parking spaces. In addition to two-hour parking, there are also five resident parking spaces, seven coupon parking spaces, and three P10 parking spaces outside a dairy at the corner with St Mary Street. **Table 2.1** outlines the number and type of parking spaces on Tinakori Road.

**Figure 2.1** shows a map of the current parking types on Tinakori Road.

**Table 2.1** Tinakori Road Parking Inventory

Parking type	Charge	Current spaces
Coupon	\$18.00/day, first 2 hours free	7
Resident	\$195/year	5
P10	Free	3
P120	Free	21
Total		36

Parking occupancy data for Tinakori Road is unavailable, as the parking spaces do not have parking sensors and parking occupancy surveys have not been completed in the area.

Parking demand from residents can be estimated based on the number of parking permits issued in the area. A total of 18 dwellings on Tinakori Road are eligible for residents or coupon exemption permits. Among these eligible households, 11 residents permits and 6 coupon exemption permits are currently held. There are a total of 12 spaces on Tinakori Road available for use by residents as both coupon spaces and resident spaces can be used by resident permit holders. This suggests that all 12 coupon spaces and resident spaces are currently used by residents, and some Tinakori Road residents regularly park on nearby streets, such as Patanga Crescent and St Mary Street.

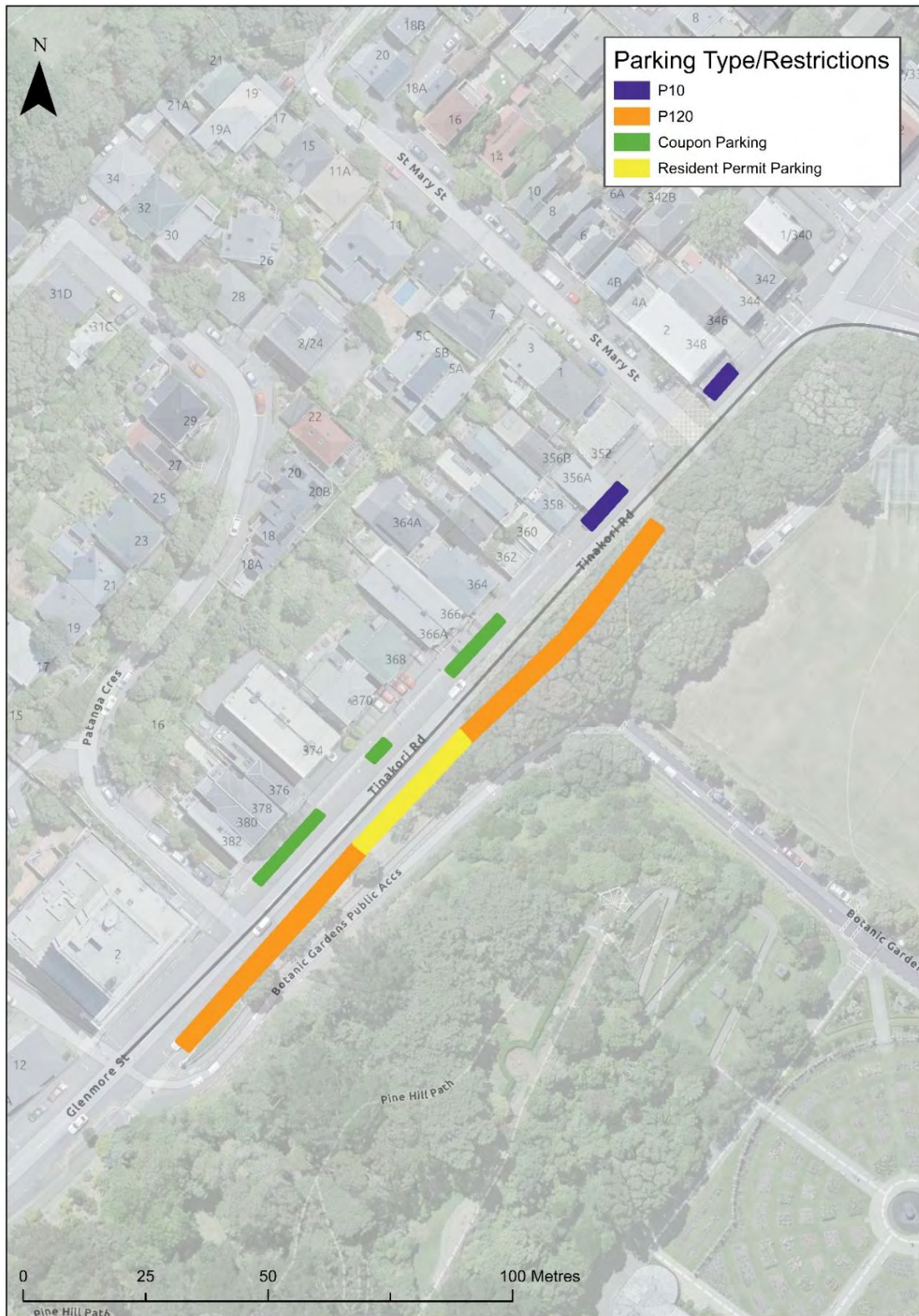
Coupon spaces can also be used by short-term visitors and commuters. As this section of Tinakori Road is about a 15-minute walk from the central city, these spaces may be used by central city commuters, but the main driver of non-residential demand is likely local visitors and commuters.

The 21 free two-hour parking spaces facilitate access for short-term visitors to the Botanic Gardens ki Paekākā and Tinakori Village. There are also about 40 parking spaces for short-term visitors at the Lady Norwood Rose Gardens and 22 parking spaces for short-term visitors in Tinakori Village. The two-hour parking spaces on Tinakori Road represent one quarter of parking for short-term visitors in the area.

As the 21 P120 parking spaces between Bowen Street and the Botanic Gardens ki Paekākā entrance are less accessible to the to the Botanic Gardens and Tinakori Village compared to other parking spaces, it is anticipated that they wouldn't be used as much as the spaces at the Lady Norwood Rose Gardens or Tinakori Village.



**Figure 2.1** Current Parking on Tinakori Road



## 2.3 Impact of improvements on parking

The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 36 parking spaces located on Tinakori Road between Bowen Street and the Botanic Gardens ki Paekākā entrance. **Table 2.2** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a high impact on P10 spaces and residents parking, a moderate impact on short-stay parking, and a low impact on commuter parking. P10 and short-stay parking are low priority and residents and commuter parking are lower priority on Tinakori Road, according to the Parking Policy.

**Table 2.2** Impact of improvements on Tinakori Road parking by type

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	Low	0	N/A
Loading zones & P10	Low	3	High
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric-vehicle charging	Low	0	N/A
Short-stay (car & motorcycle)	Low	21	Moderate
SPSV*/taxi stands	Low	0	N/A
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	5 Resident 7 Coupon	High
Commuter (car & motorcycle)	Lower	7	Low
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 2.4 Mitigation of parking impact

**Table 2.3** outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a very low impact on P10 spaces, a low impact on residents parking, and a moderate impact on short-stay parking and commuter parking.

**Table 2.3** Proposed mitigation of parking impact on Tinakori Road

Parking type	Proposed mitigation	Level of impact - after mitigation
Residents (Residents and coupon)	Convert existing Coupon spaces on St Mary St to Residents parking.	Low
Commuter (Coupon)	Encourage commuters to use alternative travel modes or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers. Impact on commuter parking will increase due to conversion of Coupon spaces to residents parking.	Moderate
Short-stay (P120)	Encourage visitors to use alternative travel modes or park at the Botanic Garden ki Paekākā. Communicate alternative travel mode options available and locations of parking at Botanic Garden ki Paekākā.	Moderate
Loading zones (P10)	Convert existing Loading zones on St Mary St to P10 spaces. This will allow for the spaces to be used for loading purposes as well as for short-term parking for customers visiting the dairy or other local businesses. These spaces are 10 meters away from the spaces to be removed and are equally accessible to local shops.	Very low

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 3. Bowen Street

### 3.1 About the area

The Botanic Gardens ki Paekākā to city project is proposed to run the entire length of Bowen Street from Tinakori Road to Lambton Quay.

Bowen Street is a key transport route that connects Wellington’s central city with the western suburbs. It is a main bus route and a primary connection for people on bikes. The upper portion of Bowen Street has few local drivers of parking demand as one side is bound by green space and on the other side, residences are serviced by a separate slip lane, Sydney Street. The lower portion of Bowen Street is surrounded by Parliament and central government office buildings, creating high demand for all-day commuter parking.

### 3.2 Current parking and usage

There are usually 151 parking spaces on Bowen Street. Of these spaces, almost all (90%) are coupon spaces. In addition to coupon spaces, there are also four P60 parking spaces near Tinakori Road, three P10 parking spaces near the Terrace, and 10 metered parking spaces near the State Highway 1 flyover. There is currently ongoing construction at 34 Bowen Street which has resulted in the temporary removal of around 30 of the car parks on Bowen Street. There are currently a total of 121 car parks available for use on Bowen Street. **Table 3.1** outlines the number and type of parking spaces on Bowen Street.

**Figure 3.1** shows a map of the current parking types on Tinakori Road.

**Table 3.1** Bowen Street Parking Inventory

Parking type	Charge	Current spaces (Reduced by construction)	Usual spaces (Outside of construction)
Coupon	\$18.00/day, first 2 hours free	114	134
P60	Free	4	4
Loading Zone/P10	Free	3	3
P120	\$5.00/hour	0	10
Total		121	151

Parking occupancy data for Bowen Street is unavailable, as the parking spaces do not have parking sensors and parking occupancy surveys have not been completed in the area.

Anecdotal evidence suggests that the coupon parking on Bowen Street is very well utilised, given the proximity to Parliament and several office buildings. This is supported by the fact that a commercial parking operator charges \$30 per day for Early Bird parking next to Bowen St at Ballantrae Place, indicating that the daily coupon charge is 40% lower than the market rate for commuter parking in the area.

The four P60 parking spaces near Tinakori Road facilitate access for short-term visitors to the Botanic Gardens ki Paekākā and Tinakori Village. However, these represent a very small proportion of parking in the area as compared to parking spaces located at the Lady Norwood Rose Gardens, which has about 40 parking spaces for visitors, and in Tinakori Village, which has about 22 parking spaces for visitors. As the four P60 parking spaces on Bowen Street are much less accessible to the to the Botanic Gardens ki Paekākā and Tinakori Village compared to other parking spaces, it is anticipated that they wouldn’t be used as much as the spaces at the Lady Norwood Rose Gardens or Tinakori Village.

Figure 3.1 Current parking on Bowen Street



### 3.3 Impact of improvements on parking

The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 151 parking spaces located on Bowen Street. **Table 3.2** outlines the impact of transport improvements by parking types set out in the Parking Policy. Before mitigation, the project is expected to have a very high impact on commuter parking, but this parking is lower priority on Bowen Street. Before mitigation, the project is expected to have a moderate impact on loading zones, and a low impact on short-stay parking. Both parking types are low priority on Bowen Street, according to the Parking Policy.

**Table 3.2** Impact of improvements on Bowen Street parking by type

Parking type	Priority level	Spaces removed	Level of impact - before mitigation
Mobility	Low	0	N/A
Loading zones	Low	3	Moderate
Bicycle/micro-mobility	Low	0	N/A
Car share	Low	0	N/A
Electric vehicle charging	Low	0	N/A
Short stay (car & motorcycle)	Low	14	Low
SPSV*/taxi stands	Low	0	N/A
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	134	Very High
Coach and bus (long stay)	Lower	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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### 3.4 Mitigation of parking impact

**Table 3.3** outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have a high impact on commuter parking, and a very low impact on short-stay parking and loading zones.

**Table 3.3** Proposed mitigation of parking impact on Bowen Street

Parking type	Proposed mitigation	Level of impact - after mitigation
Commuter (Coupon)	Encourage commuters to use alternative travel modes or park at off-street parking providers. Communicate alternative travel mode options available and locations of off-street parking providers.	High
Short-stay (P60)	Encourage visitors to to use alternative travel modes or park at the Botanic Garden ki Paekākā. Communicate alternative travel mode options available and locations of parking at Botanic Garden ki Paekākā.	Very low
Loading zones (P10)	Convert existing Loading zones outside 14-16 The Terrace to P10 spaces. This will allow for the spaces to be used for loading purposes as well as for pick up and drop off. These spaces are 70 meters away from the spaces to be removed, less than one minute walk away.	Very low

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 4. Whitmore Street

### 4.1 About the area

The Botanic Gardens ki Paekākā to city project is proposed to run the entire length of Whitmore Street from Lambton Quay to the Waterfront.

Whitmore Street is an arterial street in Wellington's central city. It is a primary east-west connection for private vehicles and people on bikes. Large numbers of pedestrians cross Whitmore Street as they make their way from the Wellington Railway Station to destinations in the central city.

Local drivers of parking demand include the Supreme Court and Wellington District Court, the Rydges Hotel, nearby government and private office buildings, and retail outlets clustered on Lambton Quay.

### 4.2 Current parking and usage

There are currently 20 parking spaces on Whitmore Street. Of these spaces, 14 are metered parking spaces, with six spaces at the taxi stand on the southern side of Whitmore Street outside the Supreme Court. **Table 4.1** outlines the number and type of parking spaces on Whitmore Street.

**Table 4.1** Whitmore Street Parking Inventory

Parking type	Charge	Current spaces
P120	\$5.00/hour	14
Taxi stand	Free	6
Total		20

The metered parking spaces on Whitmore Street represent a portion of the parking supply that provides access to the Court Precinct area of the northern central city. The other streets that have metered parking spaces in the Court Precinct area are Ballance Street and Stout Street. The supply of parking in the area can be viewed collectively across these streets as they provide largely equivalent access to local destinations. **Table 4.2** outlines the number of metered parking spaces across the Court Precinct area. Whitmore Street provides 8% of metered parking in the area and the majority of parking is provided on Stout Street.

**Table 4.2** Parking inventory for metered spaces in Court Precinct

Street	Metered spaces	Percent of spaces
Whitmore Street	14	8%
Balance Street	61	37%
Stout Street	90	55%
Total	165	100%

**Figure 4.1** shows average weekday parking occupancy for metered spaces across the three streets in the Court Precinct. Data was collected for May 2021, representing 21 weekdays.

May 2021 provides an optimal view of typical parking demand because:

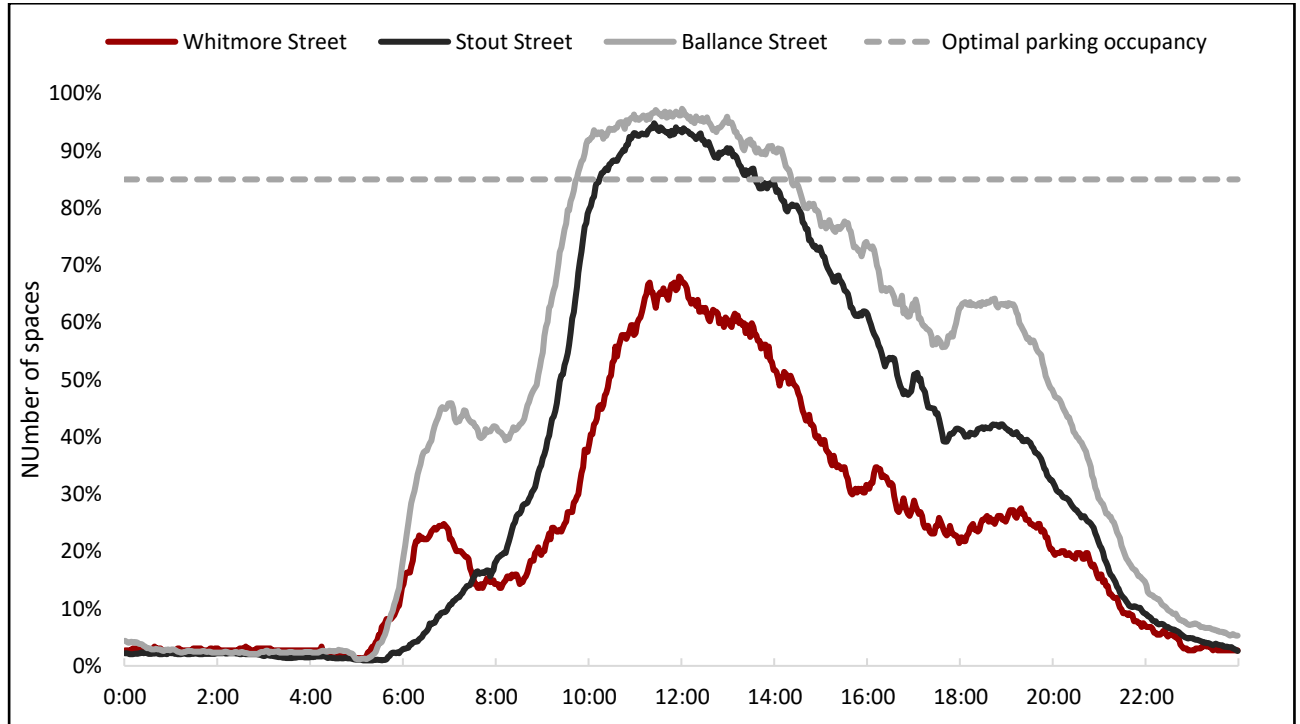
- there were no public holidays during this time-period;
- there were no school holidays (Term 2 began Monday May 3); and
- all of New Zealand was in Covid-19 Alert Level 1 for the entire time-period.

In the Court Precinct Area, demand for metered parking is highest during the daytime from 10:00am to 2:00pm, with moderate levels of demand in the morning and evening. On Stout Street and Ballance Street, average occupancy levels



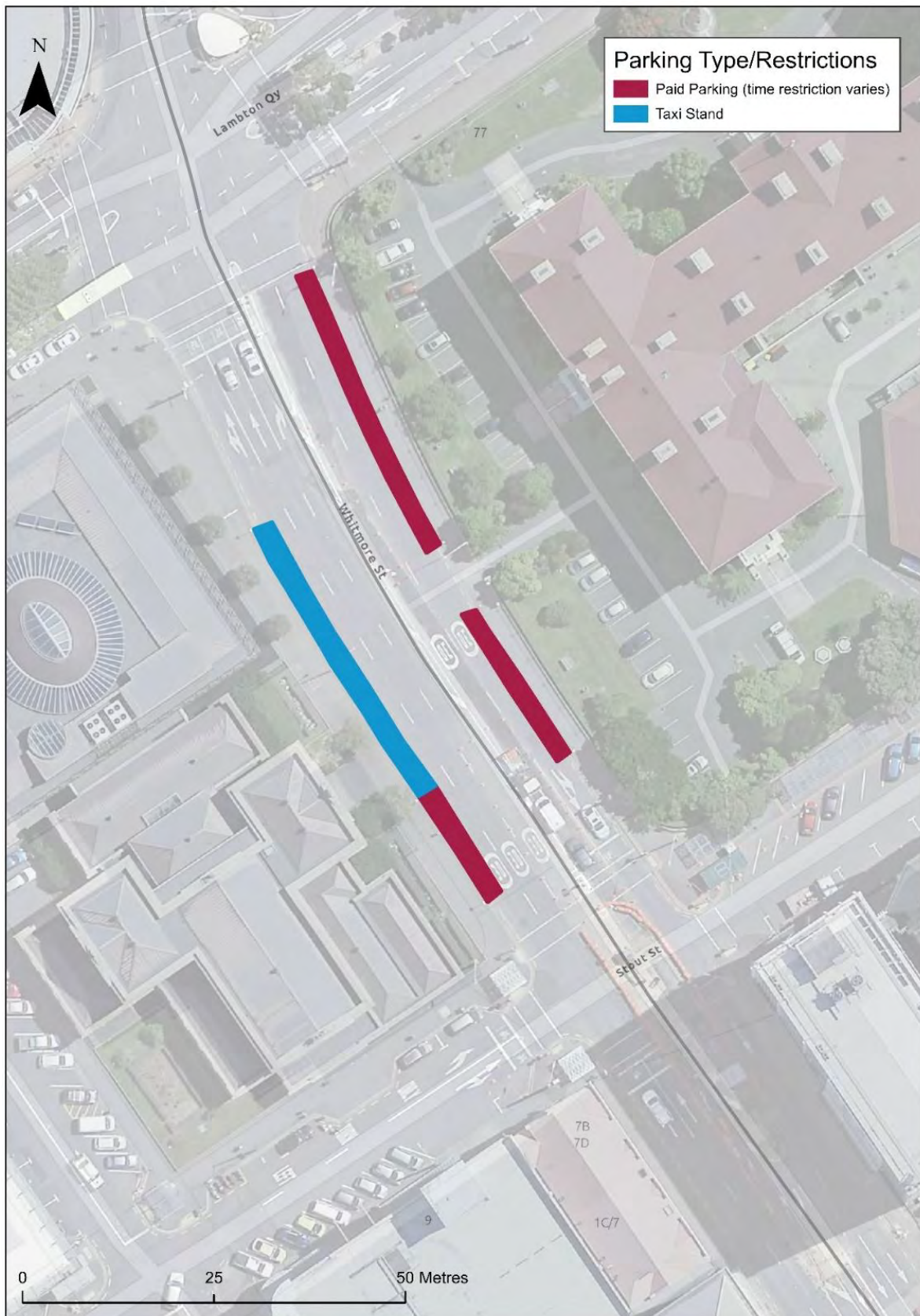
exceed the optimal 85% occupancy level from around 10:00am to 2:00pm. Parking demand is lower on Whitmore Street, with average peak occupancy of 68% at 12:00pm.

**Figure 4.1** Weekday parking occupancy in Court Precinct Area



Parking occupancy data for the spaces at the taxi stand is unavailable, as these spaces do not have parking sensors. Engagement has been undertaken with Taxi operators and the Taxi federation, which provides insight into the demand and usage of the taxi stand on Whitmore Street. The Whitmore Street taxi stand is primarily used as a waiting area where taxis can legally park while waiting for a job in the local area. This facilitates taxi operations in the area and reduces illegal parking by taxi operators. The Whitmore Street taxi stand does not have high usage as a walk-up taxi stand. The nearest alternative taxi stands are 85 Lambton Quay (~50 meters/1-minute walk away), at the Train Station, (~240 meters/2-minute walk away), and 140 Lambton Quay (~270 meters /3-minute walk away).

Figure 4.2 Current parking on Whitmore Street



## 4.3 Impact of improvements on parking

The Botanic Gardens ki Paekākā to city project is expected to result in the removal of all 20 parking spaces located on Whitmore Street. **Table 4.3** outlines the impact of transport improvements by parking types set out in the Parking Policy.

Before mitigation, the project is expected to have a moderate impact on taxi stands and a low impact on short-stay parking. Short-stay parking is high priority and taxi stands are medium priority on Whitmore Street, according to the Parking Policy.

**Table 4.3** Impact of improvements on Whitmore Street parking by type

Parking type	Priority level	Spaces removed	Level of Impact - before mitigation
Mobility	High	0	N/A
Loading zones	High	0	N/A
Bicycle/micro-mobility	High	0	N/A
Car share	High	0	N/A
Electric vehicle charging	Medium	0	N/A
Short-stay (car & motorcycle)	High	14	Low
SPSV*/taxi stands	Medium	6	Moderate
Coach and bus (short stay)	Low	0	N/A
Residents	Lower	0	N/A
Commuter (car & motorcycle)	Lower	0	N/A
Coach and bus (long stay)	Low	0	N/A

Level of Impact	Very high	High	Moderate	Low	Very low	N/A
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## 4.4 Mitigation of parking impact

**Table 4.4** outlines the proposed measures to mitigate the impact of parking loss and the expected level of impact after mitigation. After mitigation, the project is expected to have no impact on taxi stands or short-stay parking.

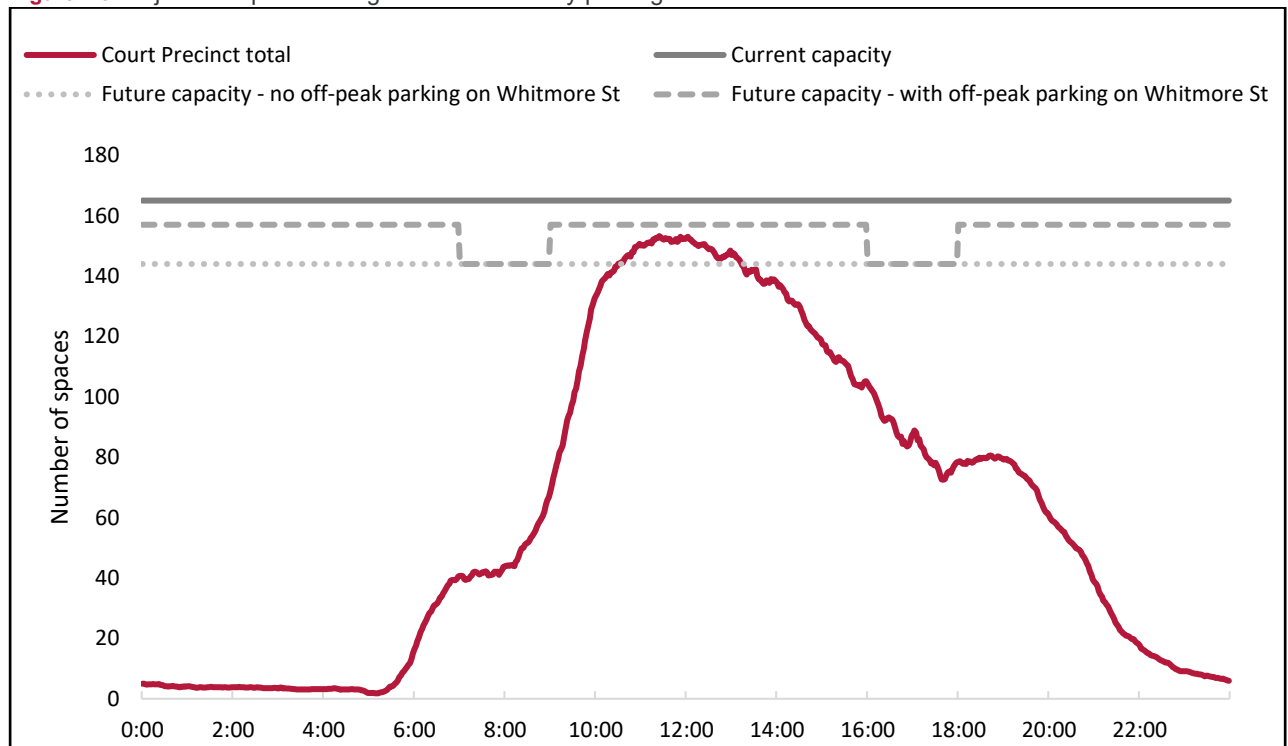
**Table 4.4** Proposed mitigation of parking impact on Whitmore Street

Parking type	Proposed Mitigation	Level of Impact - after mitigation
Short-stay (P120)	Provide 13 ‘floating’ metered parking spaces on Whitmore Street in the left-hand traffic lanes at off-peak times. The left-hand lanes would operate as clearways from 7:00am to 9:00am and 4:00pm to 6:00pm on weekdays. As parking demand is high midday and low in the morning and evening, these spaces will fully accommodate demand for short-stay parking in the area.	None
Taxi stand	Relocate six existing taxi stand spaces to the east side of Stout Street on the block between Whitmore Street and Bunny Street. This will be more suitable than the current taxi stand location, as it will provide easy access to the Wellington Railway Station and the Rydges Hotel, main generators of demand for taxis in the area.	None



**Figure 4.3** shows the projected impact of the proposed mitigation on the availability of short-stay parking in the Court Precinct. With the proposed mitigation in place, there will be no impact on the availability of short-stay parking. Without the proposed mitigation in place, there is a projected shortfall of about 10 parking spaces from 10:00am to 2:00pm.

**Figure 4.3** Projected impact of mitigation on short-stay parking



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## 5. Conclusions

This report has developed a Parking Management Plan as part of the Transition Programme Botanic Gardens ki Paekākā to city bike route. The Botanic Gardens ki Paekākā to city bike route removes on-street parking spaces and reallocates on-street road space to support active and public transport, supporting Wellington's vision of moving more people using fewer vehicles. This parking management plan re-prioritises the remaining on-street parking spaces, in-line with the parking space hierarchy for different parts of the city established in the Parking Policy. The mitigation measures proposed minimise the impact of parking removal on the ability of users to find a parking space and visit the area.

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**Glen Road**  
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**Hadfield Terrace**  
**Kelburn Parade**  
**Kilmster Avenue**  
**Kowhai Road**  
**Landcross Street**  
**Mariri Road**  
**Ngaio Road**  
**North Terrace**  
**Patanga Crescent**  
**Plunket Street** Excludes 1 A-D  
**Rawhiti Terrace**  
**Rimu Road**  
**Semeloff Terrace**  
**Springfield Terrace**  
**St Mary Street**  
**St Michaels Crescent**  
**Tinakori Road** 352-382 even only  
**The Rigi** Excludes 85-93, 95,  
**Upland Road** 97/A,B,C

**Waiapu Road**

**LEGEND**

**District Plan Zoning**

 Central Area

**Street Classification - Kelburn**

 Full street eligible

 Specific addresses only - see list

 Central Terrace - Special Street Scheme

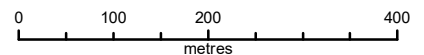
**Kelburn**

Streets for the issue of Resident Permits

Property boundaries Land Information NZ Licence WN0853547/2. CROWN COPYRIGHT RESERVED. Accuracy in urban areas: +/-1m. Accuracy in rural areas: +/-30m. Topographic data: Wellington City Council WCC copyright reserved. Accuracy: +/- 30cm. Any contours displayed are only approximate and must not be used for detailed engineering design. Colour Orthophotography 1:500 flown March 2006 or Feb 2008 owned by Wellington City Council. Other data has been compiled from a variety of sources and its accuracy may vary.

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

ORIGINAL MAP SIZE: A4  
 AUTHOR: bayly2s  
 DATE: 11/07/2013  
 REFERENCE: INFRA#7845



scale 1:8,000







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## **PETITION: PARKING CHANGES FOR RESIDENTS OF TE WHAREPOURI ST**

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### **Whakarāpotopoto | Summary**

<b>Primary Petitioner:</b>	Charlotte Paul
<b>Total Signatures:</b>	18
<b>Presented by:</b>	Charlotte Paul and Caleb Hulme-Moir
<b>Relevant Previous decisions</b>	Parking Policy adopted in August 2020.

#### **Financial considerations**

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

#### **Risk**

Low       Medium       High       Extreme

Author	Brad Singh, Transport and Infrastructure Manager
Authoriser	Siobhan Procter, Chief Infrastructure Officer

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## Taunakitanga | Officers' Recommendations

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

## Takenga mai | Background

2. Wellington City Council accepts petitions whereby people can petition the Council on matters related to Council business.
3. Charlotte Paul submitted a paper-based petition to the Wellington City Council website on 6 December 2021.
4. The Petition details are as follows:
  - a) **We would like permission for residents to park with two wheels on the footpath at the narrow end of the street (numbers 87-93).** The street is a dead end. Pedestrians walk on the street at the narrow end. This is safe. Hence, we do not need to use the footpath. There is no room for another vehicle to safely pass if we park on the street.
  - b) **We would like the mirror to be replaced at the top of Te Wharepouri St where it meets Adelaide Rd.** The mirror fell off in the wind some years ago. The intersection is dangerous. There is very limited visibility to the south because of the gradient of the hill and parked cars.
5. Full street addresses including street numbers were supplied by signatories, and the petitioners also supplied their own street numbers and contact phone numbers. These have been redacted for privacy. The petition gathered 18 signature and is presented as **Attachment 1**.

## Whakautu | Officers' response

### Takenga mai | Background

6. In August 2020, the Council adopted a new Parking Policy that
  - a) prioritises the safe and efficient movement of people,
  - b) prioritises active and public transport over private vehicles and
  - c) introduced a parking space hierarchy to prioritise the use of public road space.
7. On 6 December 2021, Charlotte Paul submitted a paper-based petition to the Wellington City Council website which was signed by 18 petitioners who live on Te Wharepouri St. The petition requested:
  - a) Permission for residents to park with two wheels on the footpath at the narrow end of the street (numbers 87-93).
  - b) For a mirror to be replaced at the top of Te Wharepouri St where it meets Adelaide Rd.

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## **Kōrerorero | Discussion**

### **Permission for residents to park on the footpath:**

8. Parking on footpaths is becoming more prevalent across the city, creating safety risks for pedestrians and other footpath users who must go into the road to get around the parked cars.
9. There are new types of users of footpaths, such as e-scooters and other types of micro-mobility, together with the population increase, this is adding to footpath congestion in some places. This in turn is causing more accessibility challenges and risks for footpath users.
10. Fire and Emergency New Zealand have reported increasing accessibility challenges across Wellington's streets due to vehicles parked on both sides of narrow, winding streets. They have provided the Council with a list of problem streets.
11. Nationally, under the Land Transport (Road User) Rule 2004 (6.14), a driver or person in charge of a vehicle must not stop, stand or park the vehicle on a footpath. Parking on footpaths is, and has been for 17 years, an offence.
12. The Land Transport Act 1998 section 128 E (1)(a) provides Parking Wardens (Officers) the powers to enforce stationary vehicle offences (illegal parking); however, they also have discretion as to when this is enforced and typically apply good judgement based on the specific situation that they encounter.
13. Until there is a reduction in private car ownership and private vehicle use there will continue to be difficulties in finding parking spaces on narrow roads. The Council will need to balance the safety of footpath users with the need to keep narrow roads accessible to motor vehicles, especially emergency and service vehicles

### **Request for a mirror at the intersection of Adelaide Rd and Te Wharepouri St:**

14. The Council does not install or maintain traffic mirrors because:
  - a) they provide limited visibility when raining, at dawn or at dusk
  - b) they have image distortion
  - c) a driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
  - d) glare or reflections can dazzle or disorientate driver
  - e) they get easily broken and vandalised.
15. For concerns around visibility, it is possible for a member of the public to apply for an encroachment and install their own traffic mirror. If the encroachment is approved, the person who applied for it has to install and maintain the mirror and the council could remove it if it is deemed a hazard.
16. There is no recorded previous encroachment licence on Te Wharepouri St for a mirror.

### **Ngā mahinga e whai ake nei | Next actions**

17. Given that parking on a footpath is an offence under the Land Transport (Road User) Rule 2004 (6.14), parking on a footpath is an offence, Officers do not support providing permission for residents to park with two wheels on the footpath at the narrow end of the street (numbers 87-93) on Te Wharepouri St. This is further supported by the policy objectives of WCC's 2020 parking policy and the sustainable transport hierarchy

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which encourages walking, cycling, and public transport over other modes of transport and places highest priority on pedestrians.

### **Attachments**

Attachment 1. Petition: Parking Changes for Residents of Te Wharepouri Street

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

There has been no engagement or consultation associated with this petition.

### **Treaty of Waitangi considerations**

N/A.

### **Financial implications**

There is no financial implication associated with this petition.

### **Policy and legislative implications**

Allowing parking along the footpath through express permission given by the Council would go against the Land Transport (Road User) Rule 2004 (6.14), a driver or person in charge of a vehicle must not stop, stand or park the vehicle on a footpath.

### **Risks / legal**

N/A

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

N/A

### **Communications Plan**

N/A

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

The Council does not install or maintain traffic mirrors because the following issues could result in greater health & safety implications than the problem that is being resolved:

- they provide limited visibility when raining, at dawn or at dusk
  - they have image distortion
  - a driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
  - glare or reflections can dazzle or disorientate driver
  - they get easily broken and vandalised.
-

6 December 2021

Wellington City Council  
12 Manners St  
Te Aro

**Petition from the residents of the west end of Te Wharepouri St, Berhampore**

I present this petition on behalf of the residents. We have been told by the WCC that the only way these changes will be made is if we present a petition from residents in the street. Someone from every household in the street has signed the petition except one who could not be reached. It has the strong and universal support from the residents, in fact some residents have already asked the WCC for a mirror. The numbers in the street are 66-76 on the north side of the street and 81-95 on the south side of the street.

I phoned the WCC and was informed that a paper petition should be presented in person.

We look forward to the WCC taking action on these points.

*Charlotte Paul*  
Charlotte Paul

Te Wharepouri St

RECEIVED  
Wellington City  
Council  
Arapaki  
Service Centre

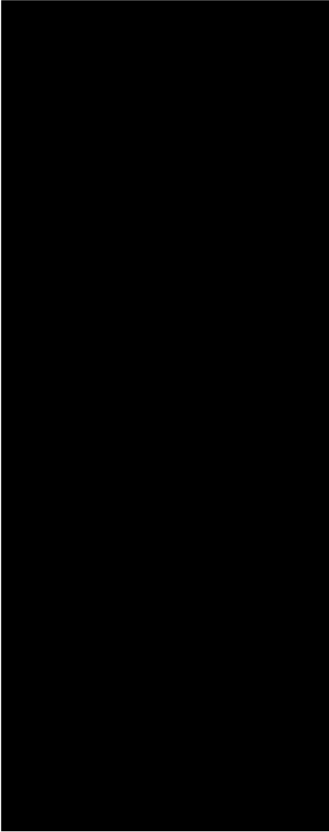










06 DEC 2021

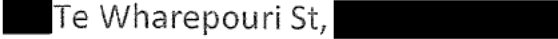
Absolutely Positively  
Wellington City Council  
Māori Heke ki Pōkaihe

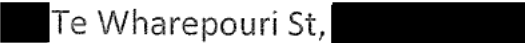
**To the Wellington City Council**  
**Petition from the residents of the West end of Te Wharepouri St,**  
**Berhampore**  
**Numbers 60+ and 81+**

1. We would like permission for residents to park with two wheels on the footpath at the narrow end of the street (numbers 87-93). The street is a dead end. Pedestrians walk on the street at the narrow end. This is safe. Hence, we do not need to use the footpath. There is no room for another vehicle to safely pass if we park on the street.
  
2. We would like the mirror to be replaced at the top of Te Wharepouri St where it meets Adelaide Rd. The mirror fell off in the wind some years ago. The intersection is dangerous. There is very limited visibility to the south because of the gradient of the hill and parked cars.

Signed by residents of the street:

Street number	Name	Signature	Date
	Charlotte Paul		24/11/21
	Joy Sellen		24/11/21
	Katie Williams		24/11/21
	Gody Hoyle		24-11-21
	PRAVIN NANA		24.11.21
	Caleb Hulme-Moir		24.11.21.
	Bronwyn Heenan		1.12.21
	Catherine Bennett		1.12.21
	Jediam Schurhammer		7.12.21
	Sophie Cossens		1.12.21

Contacts: Charlotte Paul  Te Wharepouri St,

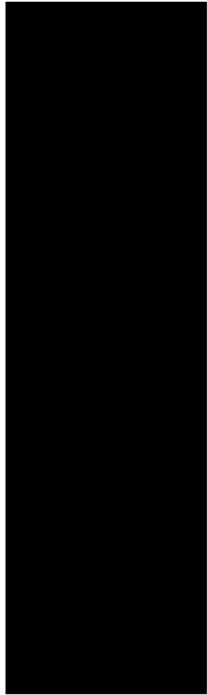
Caleb Hulme-Moir  Te Wharepouri St,

**To the Wellington City Council**  
**Petition from the residents of the West end of Te Wharepouri St,**  
**Berhampore**  
**Numbers 60+ and 81+**

- 1. We would like permission for residents to park with two wheels on the footpath at the narrow end of the street (numbers 87-93).** The street is a dead end. Pedestrians walk on the street at the narrow end. This is safe. Hence, we do not need to use the footpath. There is no room for another vehicle to safely pass if we park on the street.
- 2. We would like the mirror to be replaced at the top of Te Wharepouri St where it meets Adelaide Rd.** The mirror fell off in the wind some years ago. The intersection is dangerous. There is very limited visibility to the south because of the gradient of the hill and parked cars.


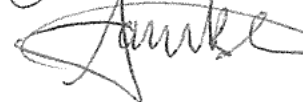



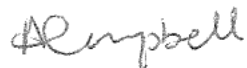

Signed by residents of the street:



Street number





Name

Signature

Ryan O'Loan		2/12/21
Sam BUSH		2/12/21
eloise evans	evans	2/12/21
Catherine Werkmeister		2/12/21
Jon Werkmeister		2/12/21
Kelly Roberts		4/12/21
Annie + Ben Campbell Johnson		4/12/21
Rachel Fraser		4/12/21

Contacts: Charlotte Paul  Te Wharepouri St, 

Caleb Hulme-Moir  Te Wharepouri St, 





### 3. General Business

## APPROACH TO SPEED MANAGEMENT

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee sets out the process for the Committee to consider an approach to speed management in Wellington City that complies with new The Land Transport Rule: Setting of Speed Limits 2022 set by Waka Kotahi and can be included in a regional consultation process led by Greater Wellington Regional Council in 2023.

#### 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

Outline relevant previous decisions that pertain to the decision being considered in this paper.

The Committee has not made any previous decision on speed management in the context of the new Rule.

#### Significance

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

Criteria that apply:

- Able to be reversed
- Low impact on the Council being able to perform its role

#### Financial considerations

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

2. The LTP has provided \$8,053,236 for speed management changes.
3. The overall programme cost will vary depending on the approach selected.

**Risk**

|  Low |  Medium |  High |  Extreme

4. Overall level of risk with agreeing to an approach for speed management proposed in this report is low as set out in paragraphs 48 to 50 below.

Authors	Sandra Mandic, Principal Advisor Transport Strategy Joe Hewitt, City Insights Manager
Authoriser	Sean Audain, Manager Strategic Planning Brad Singh, Transport and Infrastructure Manager Liam Hodgetts, Chief Planning Officer

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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motions

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information.
- 2) Agree the approach to speed management should propose:
  - a. a speed limit of 30 km/h for all non-arterial streets
  - b. a speed limit of 30km/h for arterial streets within city and town centres, near schools, near suburban shops and where cycling or pedestrian safety warrants lower speeds
  - c. a speed limit of 40km/h for all other arterial streets (with exceptions for a few arterial roads, and regional, national, high-volume roads which would remain at 50 km/h)
  - d. lower speed limits where appropriate (e.g., the existing 10 km/h on Cuba Street between Wakefield and Manners streets).
- 3) Note that officers will develop a detailed draft Speed Management Plan for community consultation. The consultation will follow a process specified in the Rule and be part of a regionally coordinated process.
- 4) Note that the next Council will consider the feedback from the consultation and make decisions on safe and appropriate speed limits.

## **Whakarāpopoto | Executive Summary**

5. Waka Kotahi's Land Transport Rule: Setting of Speed Limits 2022 came into force on 19 May 2022. Under the Rule, a road controlling authority may set a speed limit for a road under its control, with an option of declaring a speed limit area. Each territorial authority (road controlling authority) is required to prepare a Speed Management Plan which must set out objectives, policies, and measures for speed management for at least 10 financial years and include a 3-year implementation programme.
6. This report asks the Committee to indicate its preference for the setting of speed limits on Wellington City local roads for inclusion in a draft Speed Management Plan.
7. Once the draft Speed Management Plan has been prepared, the plan will be consulted on as part of a regionally co-ordinated process, led by Greater Wellington Regional Council in mid-2023.
8. The process for making decisions on speed limits is to firstly:
  - Engage with Māori in developing a detailed draft Speed Management Plan (in line with Waka Kotahi guidance) for community consultation (2022-2023)
  - Undertake engagement and consultation as part of the Greater Wellington Regional Council led regional process as required by the Rule (in 2023)
  - Report feedback from the consultation for decisions by Wellington City Council on speed limits (2023).

Implementation will include initial placement of speed limit signage followed by speed reduction measures where necessary.

9. The Rule requires lowering of speed limits around schools generally to 30 km/h on roads outside school. Road controlling authorities must use reasonable efforts to ensure that **at least 40% of the schools** (33 out of 81 schools in Wellington City) meet this requirement **by 30 June 2024**. Streets near all schools are required to have safe speed limits by 31 December 2027.
10. At present, accordingly to a Waka Kotahi assessment conducted in 2020, approximately 80% of Wellington City's streets currently have speed limits that do **not** align with the safe and appropriate speed calculated for the street, and 98% of those streets require a speed reduction.
11. As a result of this finding, technical work was conducted by Abley consultants on behalf of Council undertook a city-wide assessment. This work concluded with nine options that were evaluated for speed management approaches to safer speeds around schools (permanent or variable), safe speeds citywide (default speeds of 30 km/h, 40 km/h and 50 km/h) and the implementation timing (implemented between 2024 and 2030). The results showed that a comprehensive city-wide permanent speed reduction will be most effective for improving safety and reducing road crash-related injuries.
12. The best performing option (option 6) had a 30 km/h speed limit for local streets and 40 km/h for arterial roads. This produced substantial crash reduction benefits (\$529 million, discounted over 40 years), albeit with a high implementation cost (\$44.8 million) and relatively high vehicle travel time increases (disbenefits).<sup>1</sup> The benefit cost ratio for option 6 was 7.7.
13. Permanent speed reduction at schools (options 2a and 2b) provided the highest value for money (benefit cost ratio of 23.4) but had lower total benefits compared to most other options which affected a greater number of roads. Consequently, options 2a and 2b are not recommended as the preferred approach because they do not reduce safety risks sufficiently.

### **Takenga mai | Background**

14. In June 2021, the Council made a submission to the Draft Land Transport Rule: Setting of Speed Limits 2021 with specific comments on proposed consultation process and authorisation pathways (refer to Attachment 1), alignment of the speed management plans with the Regional Land Transport Plan process and guidance on use of variable speed limit signs around schools.
15. The new Rule came into force on 19 May 2022. Key requirements of the new Rule are summarised in Attachment 2. Under the Rule, the Council, as a road controlling authority:
  - may set a speed limit for a road under its control, with an option of declaring a speed limit area
  - must prepare a speed management plan
  - must engage and partner with Māori when preparing the plan

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<sup>1</sup> In a Cost Benefit Analysis disbenefits are negative consequences that occur to the public and, therefore, are included in the numerator of the benefit cost ratio. Costs are consequences to the public sector and are included in the denominator.

- must use reasonable efforts to ensure that roads near **at least 40% of schools** (33 out of 81 schools in Wellington City) have nominally 30 km/h speed limits **by 30 June 2024**, and all roads outside all schools have safe speed limits by 31 December 2027.
16. The primary purpose of speed management is to ensure that speeds are safe for all street users to reduce the number of crashes and avoid injuries and death if crash happens. Higher speeds increase the risk of a crash occurring and the severity of injury because of a crash. The risk of pedestrian death is about 4 to 5 times higher in collision between a vehicle and a pedestrian at 50 km/h compared to the same type of collision at 30 km/h. According to the international evidence, a speed of 30 km/h is a safe speed limit, especially for children, and creates an accessible environment for pedestrians, cyclists and micro-mobility users. Research consistently recommends reducing speed in urban areas.
  17. In addition to reducing the risk of crashes and injuries, lowering speed limits can also generate co-benefits such as a shift to active transport modes, improved traffic flow, reduced traffic speed and volume, improved perceptions of safety, and reduced noise and air pollution and contribute to mitigating road transport emissions.
  18. Actual and perceived traffic volume and speed and presence of dangerous intersections on the route to school are key barriers to walking and cycling to school among children and adolescents.
  19. Speed is a major contributing factor to deaths and serious injuries on New Zealand roads. During the 2012-2021 period, 3992 injuries (31 fatalities; 650 serious injuries; 32% involving pedestrians or cyclists) were reported from crashes on Wellington city's urban street network (including State Highway). The social cost is estimated at \$945 million. Overall, 45% of deaths and 22% of serious injuries on Wellington city's streets during this period were from road crashes on the State Highway network. Wellington City Council is the road controlling authority for most of the city's streets, and Waka Kotahi is responsible for the State Highway network.
  20. Waka Kotahi report *Public Attitudes to Road Safety* (2020) found that in a survey of New Zealanders:
    - Most considered New Zealand roads to be very safe (22%) or fairly safe (59%) to travel on
    - Most understood that travelling at higher speeds increases the chance of having a crash (88%) and the severity of injuries if crash occurred (97%)
    - 82% believed that speed limits in urban areas should be left as is and only 12% believed that speed limit should be lowered
    - 58% supported and 22% opposed 30 km/h speed limit in urban centres
    - 68% supported lowering speed limits to up to 30 km/h around schools
    - 87% to 90% viewed urban areas as generally safe for walking
    - 65% to 69% viewed urban streets and town centres as safe for cycling whereas 77% perceived roads around local schools to be safe for cycling
    - 44% thought that no deaths from road crashes were acceptable; and
    - 74% thought that enforcing the speed limit helps lower the road toll.

- 
21. OECD / International Transport Forum research report *Speed and Crash Risk* (2018) recommends the following:
- Reduce the speed on roads as well as speed differences between vehicles
  - Set speed limits according to Safe System principles
  - Improve infrastructure and enforcement if speed limits are to be increased
  - Use automatic speed control to reduce speed effectively
22. Setting speed limits according to the Safe System principles takes into account the road function and use and the forces that human body can tolerate if hit by a vehicle:
- a reasonable speed limit is 30 km/h in built up areas where there is a mix of vulnerable road users and motor vehicle traffic.
  - In other areas with intersections and high risk of side collisions 50 km/h is appropriate.
  - In areas where motorised vehicles and vulnerable road users share the same space (such as in residential areas), 30 km/h is the recommended maximum speed.
  - In urban areas, speeds above 50 km/h are not acceptable, with the exception of limited access arterial roads with no interaction with non-motorised traffic.

### **Kōrerorero | Discussion**

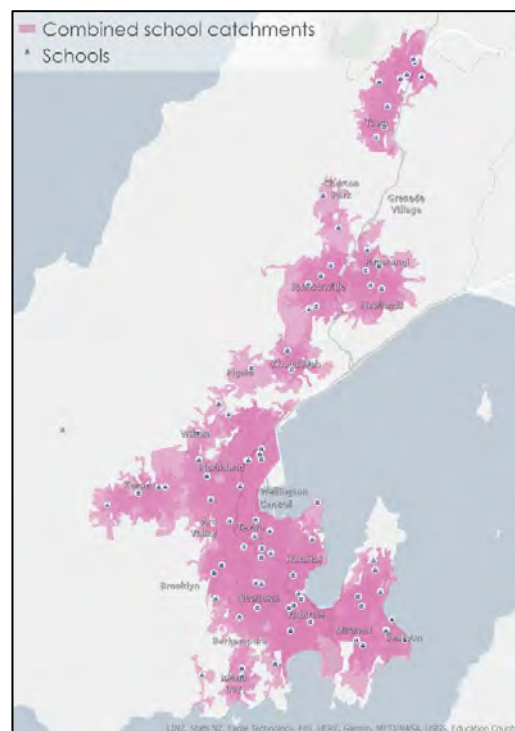
23. The New Zealand Government's Road to Zero Strategy 2020-2030 encourages several outcomes such as walking, cycling, and scooting to and from school and other destinations, the street environment needs to consistently support those modes not only at destinations (such as around schools) but also in the neighbourhoods along the route to the school. The requirement set is to make a reasonable effort to ensure roads 'near' 40% of our schools (33 out of 81) have nominally 30km speed limits by 30 June 2024. To define the distance to 'near' schools, international evidence shows that a reasonable walking distance to school for high school students ranges between 1 km and 3 km whereas a reasonable cycling distance ranges from 4 km to 8 km. Those distances are shorter for primary school children (up to 1 km for walking in some studies). Area wide speed management approaches necessary to support active transport to school would also benefit a diversity of other users and destinations in neighbourhoods. **Figure 1** shows Wellington City Street network with 30 km/h speed limit for walking catchment areas around schools (1 km for primary and intermediate schools<sup>2</sup> and 2.25 km for secondary schools<sup>3</sup>). When combined those walking catchment areas for primary, intermediate, and secondary schools cover approximately 80% of the Wellington city's urban street network.

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<sup>2</sup> Duncan S., White K., Mavoia S., Stewart T., Hinckson E., Schofield G. Active transport, physical activity, and distance between home and school in children and adolescents. *Journal of Physical Activity and Health*. 2016;13:447-453. DOI: <https://doi.org/10.1123/jpah.2015-0054>

<sup>3</sup> Pocock T., Moore A., Keall M., Mandic S. Physical and spatial assessment of school neighbourhood built environments for active transport to school in adolescents from Dunedin (New Zealand). *Health & Place*. 2019;55:1-8. DOI: <https://doi.org/10.1016/j.healthplace.2018.10.003>

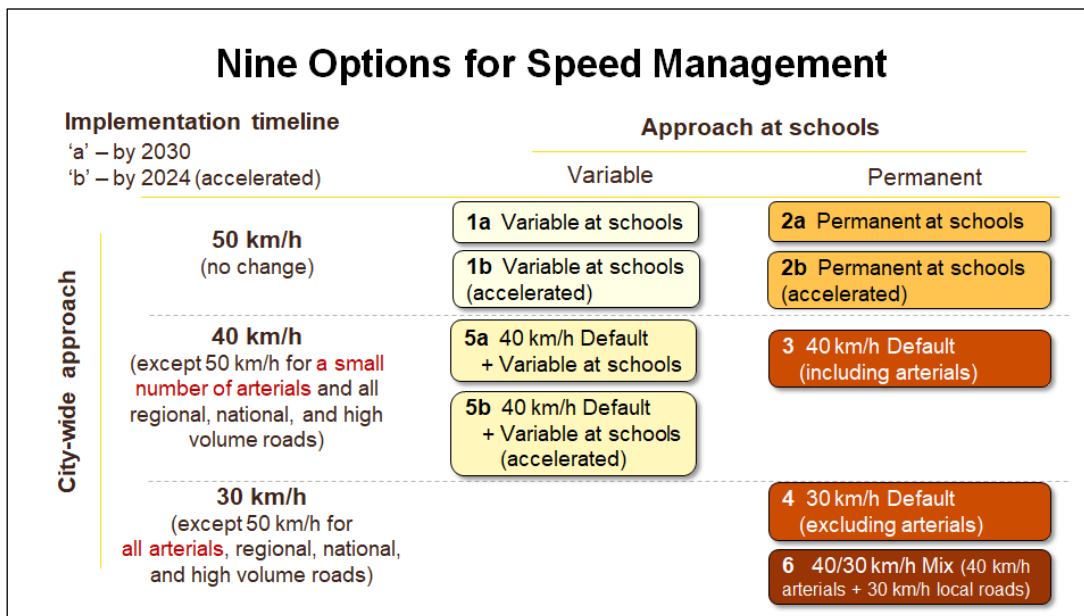
**Figure 1.** Wellington City Street network with 30 km/h speed limits in walking catchment areas around schools (Note: 1 km walking catchment used for primary and intermediate schools and 2.25 km walking catchment used for secondary schools).



24. It is best practice that speed management should also be considered within a wider policy context to make public spaces safer, healthier and more livable. Lowering speed limit to 30 km/h in most urban areas is an important contribution to that goal.
25. The Rule specifies that speed limit changes can be made independently of design and infrastructure changes followed by monitoring and evaluation to identify if further speed management interventions are needed over the medium term to further reduce operating speeds. These further interventions include street design (including street greening) and infrastructure to support the safer speed limits, appropriate regulation, police enforcement, education, community engagement, vehicle technologies and other tools. An integrated speed management approach is also more effective than speed management measures taken in isolation.
26. International evidence shows that changing a speed limit without other accompanying measures (such as traffic calming, enforcement, communication and education) has a limited effect on actual speed change. For example, reducing the speed limit by 20 km/h results in the mean traffic speed reduction by 8 km/h. However, even though the effects of speed limit changes on the actual speed is relatively small, it needs to be kept in mind that even a change in speed of just 2 km/h or 3 km/h has large effects on road safety. To be effective, speed reduction efforts need to be maintained over time.

### **Kōwhiringa | Options**

27. Officers have assessed nine options (Figure 2) for speed management were assessed using a cost benefit analysis. Detailed description of the options is included in Attachment 3. The options varied according to three parameters:
  - the approach to safe speeds around schools (permanent or variable)
  - the approach to safe speeds citywide (default urban speed limit of 30 km/h (excluding arterials), 40 km/h (including arterials) or 50 km/h (no change))
  - the implementation timing (implemented between 2024 and 2030)



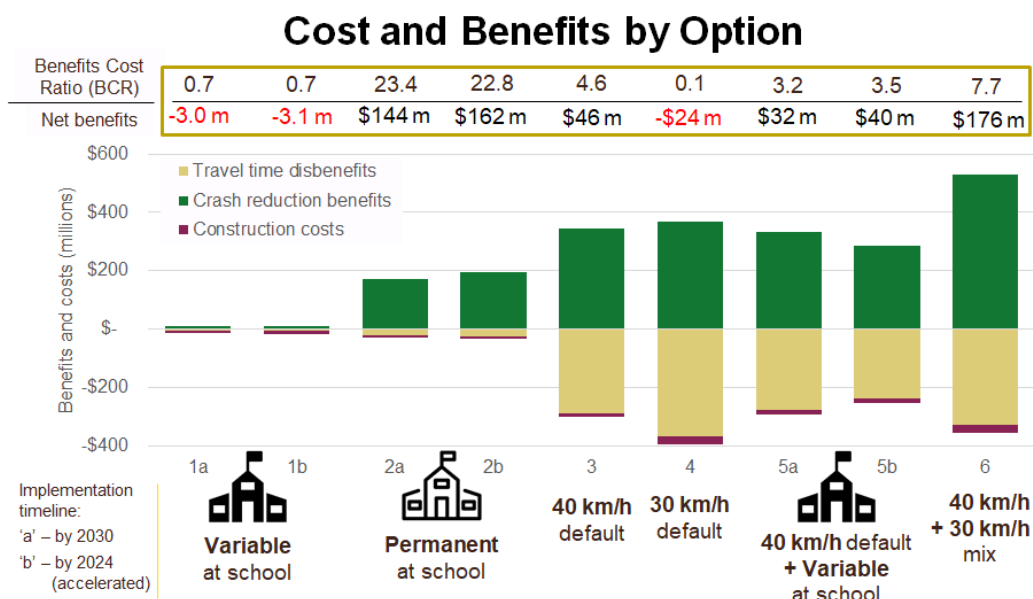
**Figure 2.** Summary of nine options assessed

Note: Option 4 (30 km/h speed limit) excludes most arterial roads (which remain at 50 km/h) whereas Option 3 (40 km/h) reduces the traffic speed limit on most arterial roads to 40 km/h.

28. A cost benefit analysis was used to understand the relative costs and benefits of the options. The costs included allowances for signage, traffic calming and maintenance. The benefits considered improvements to safety and increases in vehicle travel time from slower speeds (disbenefits).<sup>4</sup> A summary of the Benefit Cost Analysis Report is included in Attachment 4.
29. The results of the cost benefit analysis showed that options with area-level, permanent speed reduction were most effective for reducing road crash-related injuries (Figure 3). Most options had significant crash reduction benefits and these were offset by increased travel times. However, the net benefit cost ratio for most options was positive. The safety benefits outweighed the travel time disbenefits. This cost benefit analysis did not assume any change in travel behaviour or mode shift due to traffic speed reduction and therefore likely underestimates the actual benefits for all assessed options.

<sup>4</sup> In a Cost Benefit Analysis disbenefits are negative consequences that occur to the public and, therefore, are included in the numerator of the benefit cost ratio. Costs are consequences to the public sector and are included in the denominator.





**Figure 3.** Cost and benefits analysis of nine options for speed management in Wellington City

30. The best performing option (option 6) had a 30 km/h speed limit for local streets and a 40 km/h limit for arterial roads. This option had substantial crash reduction benefits (\$529 million, discounted over 40 years), and relatively high vehicle travel time disbenefits. A high implementation cost of \$44.8 million assumed significant investment in traffic calming measures to achieve safe and appropriate operating speeds. The benefit cost ratio was 7.7 in the central case.
31. Based on this assessment this report recommends adopting an approach for speed management with a speed limit of 30 km/h for non-arterial streets, town centres, near schools and suburban shops and speed limit of 40 km/h for arterial streets (with some exceptions).

## Whai whakaaro ki ngā whakataunga | Considerations for decision-making

### Alignment with Council’s strategies and policies

32. Investment in traffic speed management:
  - contributes to the safety and travel options strategic priorities of the Government Policy Statement (GPS) on Land Transport 2021/22 – 2030/31;
  - is directly related to the national road safety strategy ‘Road to Zero’ vision where no one is killed or seriously injured in road crashes and an intermediate target of 40 percent reduction in road deaths and serious injuries by 2030;
  - is strongly aligned with the Wellington Regional Land Transport Plan (RLTP) target to reduce a five-year rolling average of deaths from road crashes from 208 deaths in 2019 to below 122 deaths by 2030;

- is aligned with the Sustainable Transport Hierarchy, the Spatial Plan and the Green Network Plan which state the need to rebalance our streets and support growth by changing the ways we live and move around.
  - contributes to the delivery of Wellington City Council's strategic priority that the City has a safe, resilient and reliable network of transport infrastructure that supports active and public transport choices, and an efficient, productive and environmentally sustainable economy.
33. Investment in speed management has been included in the Long-Term Plan 2021-2031. Safer speeds initiatives are covered under transport upgrade works across the transport network. The Council is also making significant investments in walking, cycling and public transport both as a lead agency and as part of the Let's Get Wellington Moving programme as well as through Paneke Pōneke – Bike Network Plan 2021-2031. Lowering speed limits on Wellington's urban street network is aligned with Te Atakura – First to Zero due to co-benefits including reduced incidence of acceleration, deceleration, and braking, reduced air pollution and indirectly encouraging a mode shift from private vehicles to active modes – all of which can contribute to mitigating road transport emissions.

### **Engagement and Consultation**

34. Engagement and consultation on a draft Speed Management Plan will be part of a regional process as required by the Rule. The timing for this is yet to be confirmed but it is anticipated to be in 2023 to allow the implementation by mid-2024.
35. The costs for engagement and consultation on a draft Speed Management Plan will be covered from the LTP funding allocation for Speed Management.

### **Implications for Māori**

36. The Rule requires engagement and partnership with Māori in the preparation of speed management plans. This should be described and evidenced within the plans.
37. The Rule specifies that it is up to Māori, not Road Controlling Authorities, to determine whether the speed management plans have an impact on Māori. The Rule requires that Road Controlling Authorities do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect Māori land, land subject to any Māori claims settlement act, or Māori historical, cultural or spiritual interests.
38. Māori contribution to the development of speed management plans is also specified in The Rule. The Rule mandates that Road Controlling Authorities establish a process to provide opportunities for Māori to contribute to the preparation of speed management plans including fostering the development of Māori capacity to contribute to the preparation of the plan and providing relevant information to Māori early to enable them to contribute to the speed management plan.
39. Officers have engaged with Mataaho Aronui and the intention is to put this report to mana whenua for their input and consideration in May/June 2022.

- 
40. We will also ensure targeted consultation with Māori as part of community consultation on our detailed proposals for speed management.

### **Financial implications**

41. The long-term plan has provided \$8 million capex for speed management. This is enough funding to comply with the Rule requirement to lower speed limits around at least 40% of schools by 30 June 2024, and to provide additional traffic calming in high priority areas.
42. Funding for the development of a business case for a Speed Management Plan is provided in 2021/22 and 2022/23.
43. Although costs for traffic calming are not fully included in the LTP budget, some of those costs are part of the street transformation budgets of LGWM and Paneke Pōneke Bike Network Plan.
44. Attachment 4 outlines cost estimates for signage, traffic calming, implementation, maintenance and total cost for nine options. The total cost ranges from \$12.7 million for permanent speed reduction around schools (option 2a) to \$44.8 million for 40/30 km/h mix (option 6) and 30 km/h default (option 4).
45. To manage the cost and logistics of implementation, the project will be implemented in stages with the initial city-wide speed limit reduction using signage implemented first, followed by monitoring of speed and subsequent prioritisation of streets or street sections for traffic calming features, and speed limit enforcement possibly using speed cameras where traffic speed remains above the speed limit.

### **Legal considerations**

46. The approach to speed management recommended in this report complies with the requirements of the Rule.
47. The approach focuses on providing for an appropriate assessment of the roads ensuring consistency with Council's priorities and enabling an improved approach to speed management planning on roads.
48. Wellington City Council as a road controlling authority is implementing the requirements of the Rule as part of its regulatory functions. The subsequent decisions and approach to speed management under the Rule are required to improve safety and will be consulted on in accordance with the Rule, other legal requirements and Council's policies as necessary.

### **Risks and mitigations**

49. There is no significant risk in agreeing to the approach for speed management proposed in this report.
50. Given the Government's late adoption of the Rule, the ability to meet a timeframe for reducing speed limits around at least 33 out of 81 schools in Wellington City by 30 June 2024 will be logistically challenging. An early decision on the approach to speed management will allow officers to get on with the work of developing a comprehensive proposal for public consultation in accordance with the requirements of the Rule.

- 
51. Another risk is bringing the community along on this journey. The Council does expect to rely on Waka Kotahi national supporting initiatives. The primary complexity derives from the paradigm change in speed reduction on streets and associated increases in travel times. This should be manageable with the backing of new national advertising to support the need for change.

### **Disability and accessibility impact**

52. Ensuring the city's street network has safe and appropriate speed limits will have a positive impact on all street users, including disabled people.

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

53. Lowering speed limits to an optimal speed range will contribute positively to Wellington City's zero carbon goal. It will directly reduce the incidence of acceleration, deceleration, and braking, reduce air pollution, as well as indirectly encourage a mode shift from private vehicles to active modes - all of which can contribute to mitigating road transport emissions.

### **Communications Plan**

54. The Rule contains a number of requirements regarding consultation including regional coordination and specific requirement for engagement with Māori.
55. An engagement and communications plan will be developed as part of the project management process.

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

56. The primary purpose of speed management is to ensure that speeds are safe for all street users to reduce the number of crashes and avoid injuries and death if crash happens.
57. Under the Rule, road controlling authorities are responsible for setting speed limits for roads under their control.

### **Ngā mahinga e whai ake nei | Next actions**

58. Once the Committee agrees an approach to speed management, officers will:
- Engage with Māori and developing a detailed draft Speed Management Plan (in line with Waka Kotahi guidance) for community consultation (2022-2023)
  - Undertake engagement and consultation as part of the regional process as required by the Rule (in 2023)
  - Report feedback from the consultation to the Committee (or its successor) for decisions on speed limits (2023)
  - Prepare for implementation which will include initial placement of speed limit signage followed by speed reduction measures where necessary
59. Depending on the timeframes for the regional consultation process, the Council may not have the ability to deliver to the mid-2024 target for speed reductions around schools.

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**Attachments**

- Attachment 1. Wellington City Council's Submission to the Draft Land Transport Rule: Setting of Speed Limits 2021
- Attachment 2. Key requirements of the Land Transport Rule: Setting of Speed Limits 2022
- Attachment 3. Options for Speed Management Assessed Using Cost Benefit Analysis
- Attachment 4. Summary of Safer Speeds Cost Benefit Analysis

25 June 2021

**By email**

Email to: [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz)

Tēnā koutou

**Submission on Land Transport Rule: Setting of Speed Limits 2021**

The Wellington City Council (WCC) thanks the Ministry of Transport and Waka Kotahi for the opportunity to make a submission on the *Land Transport Rule: Setting of Speed Limits 2021 consultation*.

WCC does not support significant elements of the proposed rule, particularly:

- using RTCs as a coordination mechanism – we suggest this is left with each RCA to work to a prescribed timetable
- aligning speed management plans with the RLTP process – we suggest this is done the year before to better balance workloads
- requiring use of a special consultative procedure – we suggest using a standard traffic resolution process
- guidance that suggests the use of expensive variable, part time signs around schools – we suggest the costs and benefits of this guidance are examined further before the guidance is finalised
- having two authorisation pathways – we suggest one should be sufficient.

More detailed responses are included in the responses to the submission questions attached.

WCC has contributed to the submission from the Wellington Regional Transport Committee (RTC) too. WCC support the recommendation by the Wellington RTC to have a Rule that develops one plan covering all the State Highways and local roads within a region, certified by a single authority using a simple, consistent process, with the funding to implement the plan prioritised.

In general, WCC is supportive of a proactive nationally consistent approach to setting and managing speed limits. A strategic approach is not enabled through the current bylaw process. Achieving national consistency of speed limits, in certain locations and scenarios, is considered beneficial. Following a mandated forward planning process should also remove some of the roadblocks WCC has experienced achieving speed limit changes through the current bylaw mechanism. However, we consider the process outlined in the consultation material overly complex and the beneficial outcomes described above could be achieved through a less onerous and prescriptive way.

The public could become confused, or not pick up, that the regional council is leading the speed management planning for territorial authority managed roads. WCC successfully consults with the community on proposed speed limit changes. For example, we received 1712 submissions on proposals to change the speed limit in the central city area and 253 submissions for a local suburban centre speed limit proposal. For comparison, the most recent RLTP attracted 300 submissions.

For proposals that affect roads adjacent to or that cross council boundaries, the current standard practice is to collaborate with the relevant council, and this would not change under the new proposed approach.

In addition, the proposal to have a separate alternative process between RLTP cycles seems overly complex and difficult for the public to understand. If the three-yearly planning has been based on good policy and consultation and agreed to, an interim process should not be necessary.

We seek assurance from Waka Kotahi that those activities and areas that are proposed to have mandatory speed limit and planning requirements will be allocated the funding necessary for the road controlling authority to action. WCC has requested \$8 million through the current RLTP to implement priority speed management infrastructure. Much of this is for introducing signage for variable speed limits around schools. Our cost benefit analysis suggests there more economical approaches to achieving the same reduction in harm benefits as a variable speed limit.

Responses to the questions posed in the consultation draft are provided in the attached.

Yours sincerely



Andy Foster  
**Mayor of Wellington**

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# Answers to Questions put forward by the Submission Forms

Items are worded and in the order given by the submission forms published at <https://www.nzta.govt.nz/about-us/consultations/land-transport-rule-setting-of-speed-limits-2021-consultation/>

## **Speed Management Plans and Speed Management Committee**

### **1. Do you think the proposed Speed Management planning process should replace the existing bylaw process? If not, why not?**

Yes, WCC is supportive in part. However, WCC does not support using a special consultative procedure and suggests that a normal, less onerous traffic resolution process should be sufficient.

### **2. How do you think the timing of the Speed Management Plans should fit with the National Land Transport Programme process and Regional Land Transport Plans? For example, do you think the Speed Management Plans should be prepared at the same time as the Regional Land Transport Plans?**

No, WCC does not support aligning the timing of the plans with the RLTPs. It is not clear what improvements will be gained to the current territorial authority-led consultation by adding in the coordinating role of the Regional Transport Committee or by joining the speed management planning cycle to the Regional Long-term Plan (RLTP) cycle. The RLTP process is complex and timely already, adding in an additional element could make this unwieldy. The RLTP cycle also coincides with WCC's own long-term plan consultation cycle, this additional requirement is likely to lead to resource constraints and potential consultation fatigue by the public. We suggest the speed limit consultation cycle be completed the year before the RLTP cycle and only revisited every 6 years.

### **3. Do you support the proposed joint consultation process for State Highway and Regional Speed Management Plans? If not, why not?**

Yes, strengthening connections between managing speed on state highways and local roads by developing them together is beneficial if the plans are developed concurrently and certified by the same body to ensure consistency and transparency.

For Wellington City, there are stretches of State Highway 1 that pass through the city centre out to the airport that the public may not associate with being a State Highway, and therefore may not note any speed management proposal from The Agency's plan and consultation.

However, we do not support the concept of regional speed management plans. While we support greater co-ordination, there must be less onerous ways of achieving it. We suggest that RCAs should be fully responsible for the process in their respective areas. RCAs will continue to be responsible for preparing the content of the plans, considering submissions and determining changes. RTCs will only be responsible for coordinating consultation requirements and in our view, this value add is insufficient to justify their involvement in the process.

### **4. Do you think the content requirements are appropriate, both for full and interim Regional Speed Management Plans? If not, why not?**

No. WCC do not see the benefit or need for interim plans plus the full Regional Speed Management Plans. The proposed three-year cycle of review is considered to be too onerous and unnecessary.



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**5. Do you support the proposed approach for the transitional period prior to 2023? If not, why not?**

No. WCC suggests that the first cycle should be completed a year before the next RLTP review cycle, so this would mean completion in 2022/23 so a transitional period becomes unnecessary.

**6. Do you think the respective roles of RCAs and RTCs proposed under the new rule are appropriate? If not, why not?**

No. Based on the proposal, the RCAs will continue to be responsible for preparing the content of the plans, considering submissions and determining changes. RTCs will only be responsible for coordinating consultation requirements. WCC are not convinced this adds any value to the process.

**7. Do you support the proposed approach for consultation, including the separate requirement for Māori? If not, why not?**

Yes, with recommended amendments. WCC supports the proposed requirement for separate consultation with Māori.

Clause 3.8 proposes separate consultation with Māori on draft State highway and regional speed management plans and when affected by any proposed plan change (3.8(7)). The criteria for affected could be interpreted to cover everywhere and everything, meaning that an RCA must do everything reasonably practicable to separately consult with Māori.

WCC seeks more guidance on the expectation of *everything reasonably practicable* as all local government consultations are constrained by budget and time.

WCC also recommends adding the words 'and mana whenua' to clause 3.8(7) as Māori will reside in an area but not necessarily be mana whenua. To ensure mana whenua mandate are upheld and are not missed in any consultation, this should be made explicit in the clause.

Similarly, for clause 3.9 Māori contribution to creation of plans, this too should include the words 'and mana whenua'.

In addition, WCC recommend a new sub-section is added to clause 3.9 (1) to highlight sites and activities where Māori and mana whenua may have a specific speed Management interest, such as urupā, marae, kura etc. Suggested wording is provided below:

New sub clause 3.9 (1)(d) *consider speed management concerns at, but not limited to, the following Māori and mana whenua sites – marae, papakāinga, kōhanga, kura, wharekura and kaumātua accommodation, urupā.*

It is proposed that the Director of Land Transport at Waka Kotahi certifies the final regional speed management plans. It appears out of step that Māori and mana whenua are enabled to participate in the creation of plan and must be consulted on draft plan but not involved in the final decision-making.

**8. Do you think the Speed Management Plan certification requirements are appropriate? If not, why not?**

No, WCC does not support the separate Speed Management Plan certification requirements. WCC are concerned that the proposed process will lead to fragmentation. WCC support the views of the Wellington RTC that one single regional plan is created that includes state highways and local roads,

plus any non-RTC areas and a single authority certifies the holistic plan. This will ensure a joined-up, consistent regional approach to managing speed and be transparent and simpler for the public to understand and participate.

In Wellington City, State Highway 1 passes through the middle of the city with numerous local roads adjoining and crossing it. To consult on speed management of the state highway separate, or at a different time, to the local roads could result in inconsistencies, confusion and be inefficient. Having a unified plan, development discussions and consultation should improve speed management through Wellington City and the region.

**9. Do you think the scope of the Speed Management Committee's role is appropriate? If not, why not?**

WCC has no view on this matter.

**10. Do you think the Speed Management Committee member requirements are appropriate? If not, why not?**

No. WCC note that Māori representation is not specifically mentioned in Schedule 2 Speed Management Committee 1 (3) Appointment of members. WCC recommend that Schedule 2 (1)(3) is amended to ensure at least one member of the speed management committee is Māori. The regional transport committee membership should include mana whenua representation too.

**11. Do you think the settings for when to use the alternative process for making speed management changes are appropriate? If not, why not? Are there any other situations where the alternative process could be helpful?**

No. WCC believe that having a separate out of cycle process could confuse the public as it is different to the typical process. It may also lead to unnecessary additional costs.

**12. Do you think the process for RCAs that are not territorial authorities to make speed management changes is appropriate? If not, why not?**

Yes. As above, a holistic speed management plan should be encouraged to manage the safe, consistent and smooth transition of speeds across boundaries.

***Use and lodgement of speed limits survey***

**1. Do you support the proposed approach for creating an emergency speed limit? If not, why not?**

No. WCC have concerns. The proposal states that temporary speed limits do not need to be certified but emergency speed limits must be lodged/certified. This approach seems illogical when, by their nature, an emergency speed limit is used during an unforeseen emergency event that requires very fast response that must be enforceable. RCAs should be setting emergency speed limits using a Traffic Management Plan therefore, no need for them to go into the register.

**2. Do you see any issues with temporary speed limits sitting outside the Register for the time being? If so, what are these?**

No, WCC have no issue with the proposal for Temporary Speed Limits as it does not change from the current process.

**3. Do you think it is clear how the Register should be used? If not, why not?**

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WCC has no comment on this but would assume the guidelines from Waka Kotahi would cover this adequately.

**4. Do you support RCAs being able to set 70 and 90 km/h speed limits without approval from Waka Kotahi? If not, why not?**

Yes, see comment below.

**5. Do you think RCAs should only have the ability to use 70 and 90 km/h speed limits as interim speed limits (as opposed to permanent speed limits)? If so, would three years be an appropriate term for these speed limits?**

WCC supports the concept of setting safe and appropriate speed limits, so if 70 and 90 km/h are determined to be safe and appropriate in specific circumstances, then there should be no need for interim speed limits.

**6. Do you support RCAs being able to set variable speed limits without approval from Waka Kotahi? If not, why not?**

Yes. WCC supports this and suggests there is a need for a new setting that provides for enforcement when a speed limit has situational settings, such as *30 kilometres per hour when horses are present* or *30 kilometres per hour when cyclists present*. More direction is also required for the signage requirements in these situations as the current provisions only allow for advisory signage, and not regulatory (enforceable) signage.

**7. Do you think the circumstances for setting variable speed limits without Waka Kotahi approval are appropriate? If not, why not?**

Regarding clause 4.8 of the draft rule, WCC does not support the provision as drafted. WCC believes that the new rule should enable setting of an enforceable, variable speed limit when road user conditions are met, such as when pedestrians, cyclists, horses etc are present. While this appears to be possible under clause 4.8 (b) (1), the requirements for appropriate signage need to be carefully developed and provided for in the Traffic Control Devices rule and related guidance.

**8. Do you think there are any situations where Waka Kotahi approval should be sought? If so, what are these?**

No. The correct approach for all situations should be fully set out in the guidance that will be provided by Waka Kotahi.

**9. Do you support the proposal to replace urban traffic areas with speed limits areas? If not, why not?**

Yes. It is important to use consistent speed limits in similar areas within the city, for example, all urban shopping centres should have the same speed limit. This helps drivers to understand, and therefore more likely to comply, with the speed expectation in similar locations around the city.

**10. Do you think it is appropriate to use speed limits areas to set any speed limit (up to 100 km/h)? If not, why not?**

Yes, we support this proposal.

***Speed limits around schools survey***

**1. Do you support the timeframes for introducing safer speed limits around schools (an initial 40% of changes to be completed by 30 June 2024 and the remaining by 31 December 2029)? If not, what do you think would be more suitable timeframes?**

In part. WCC supports a proactive approach being taken to speed management around schools to encourage more children to walk and cycle to school. However, our analysis of the benefits and costs of the concept lead us to the conclusion that the costs of establishing variable speed limits around schools by time of day do not outweigh the benefits. Applying a full-time speed limit area setting is likely to be significantly cheaper and realise many more safety benefits.

A total of 8 alternative approaches to delivering safer speeds on Wellington's roads have been developed to assess their relative costs and benefits. These options vary across three parameters:

- the approach to safe speeds around schools (permanent or variable)
- the approach to safe speeds citywide (default urban speed limit of 30km/h, 40 km/h or no change)
- the implementation timing (implemented by 2024 or 2030)

A full cost benefit analysis has completed for each of the 8 options. The cost benefit analysis includes detailed cost estimation, modelling of travel time disbenefits using a mesoscopic traffic model in AIMSUN, and crash savings estimation using Crash Analysis System data and Monetised Benefits and Costs Manual Procedures.

Results indicate that implementing variable speed limits around schools provides the lowest benefits and lowest value for money, as compared to options that always employ an area-wide speed management approach or lower speeds around schools. This is due to two factors. Firstly, variable speed limits incur substantially higher costs due to the large number of costly variable speed signs that would be required. In Wellington, the cost associated with variable speed signs is estimated to be around \$8 million dollars to cover all the city's 81 schools and colleges.

Secondly, the crash reduction benefits are low because benefits are only realised over a small proportion of the road network (around 5-7 percent of network length) over a small proportion of the day. In Wellington City, less than 1 percent of deaths and serious injury crashes (3 of 399 over 5 years) occur around schools during school times. Lowering speeds around schools at all times would be somewhat more effective at reducing deaths and serious injuries, as around 14 percent (52 of 399 over 5 years) of deaths and serious injury crashes occur around schools at all times.

However, full-time speed limit area setting is by far the most effective option, as around half of death and serious injury crashes occur in areas that could benefit from a 30 km/h or a 40 km/h speed limit. Furthermore, traffic modelling indicates that travel time disbenefits are relatively minimal, adding around 5 to 6 percent to the average journey time. These disbenefits are more than outweighed by substantial crash reduction benefits of between \$500 and \$900 million, discounted over 40 years.

WCC welcomes Waka Kotahi to contact us for more information on the cost benefit analysis.

**2. Do you support the proposal that RCAs would designate rural areas? If not, why not?**

Yes. Wellington City has some 55 km/h speed limits on rural roads near Makara. Reviewing the speed limits on this rural road, particularly around the Makara Model School, could have benefits.

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**3. Do you think the presence of a school nearby meets the 'point of obvious change in the roadside development' requirement for a change in speed limit? If not, why not?**

WCC has no view on this matter.

**4. When setting variable speed limits around schools, do you support RCAs having the ability to determine school travel time periods (whilst having regard to guidance from Waka Kotahi)? If not, why not?**

If variable speed limits are considered an appropriate solution, then RCA's should have the ability to determine school travel times. However, as set out above, WCC do not believe this is an appropriate solution to the problem.

## **Attachment 2**

### **Key Requirements of the Land Transport Rule: Setting of Speed Limits 2022**

The Land Transport Rule: Setting of Speed Limits 2022 came into force on 19 May 2022. Under the Rule, a road controlling authority may set a speed limit for a road under its control, with an option of declaring a speed limit area.

The Rule, requires each territorial authority to prepare a speed management plan taking into considerations the following: a) the road safety aspects of the Government Position Statement on land transport and any Government road safety strategy; b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and c) the guidance and information developed and maintained by Waka Kotahi. Speed management plan must set out objectives, policies and measures for speed management for at least 10 financial years and include an implementation programme for at least 3 financial years from the start date.

The Rule mandates that appropriate speed limit on roads outside school is 30 km/h (permanent or variable). The higher speed limits (between 40 km/h and 60 km/h) around schools would need to be justified as safe and appropriate. School speed limits should be based on the Safe System, local context and risk factors as they apply to each specific school. Road controlling authorities must use reasonable efforts to ensure that **at least 40% of the schools** meet this requirement **by 30 June 2024**. Roads outside **all schools** are required to have safe speed limits **by 31 December 2027**. Under the Rule, schools are exempt from the requirement of making an obvious change in the road environment to implement a permanent change in speed limit.

According to the Rule, high priority locations for speed management comprise:

1. The highest priority corridors where lowering speed limits or investing in safety infrastructure to align with the Safe and Appropriate Speed will produce the most safety benefits;
2. All streets outside schools, including outside school frontages and within 100m of a school boundary; and
3. Areas where pedestrians and cyclists are likely to be present in the biggest numbers, such as town centres, commercial centres and more densely populated urban areas.

**Attachment 3**  
**Options for Speed Management Assessed Using Cost Benefit Analysis**

**Table A.** Detailed description of nine options assessed

Option	Intervention
<b>1a:</b> Variable at schools	Variable 30 km/h speed limits outside urban schools; no changes elsewhere Timing: 40% of schools by June 2024; all schools by December 2029
<b>1b:</b> Variable at schools (accelerated)	Variable 30 km/h speed limits outside urban schools; no changes elsewhere Timing: All schools by June 2024
<b>2a:</b> Permanent at schools	Permanent 30 km/h speed limits outside urban schools; no changes elsewhere Timing: 40% of schools by June 2024; all schools by December 2029
<b>2b:</b> Permanent at schools (accelerated)	Permanent 30 km/h speed limits outside urban schools; no changes elsewhere Timing: All schools by June 2024
<b>3:</b> 40 km/h default	Default urban speed limit of 40 km/h for almost all streets (with exceptions for a small number of arterials, and all regional, national, and high-volume roads remaining at 50 km/h) (includes 30 km/h speed limit in town centres but <b>not</b> outside schools) Timing: Implemented by June 2024
<b>4:</b> 30 km/h default	Default urban speed limit of 30 km/h for most streets (with exceptions for most arterials and all regional, national, and high-volume roads remaining at 50 km/h) Timing: Implemented by June 2024
<b>5a:</b> 40 km/h default + variable at schools	Variable 30 km/h speed limits outside urban schools, followed by citywide speed limit review (default 40 km/h) (includes also 30 km/h in town centres) Timing: 40% of schools by June 2024; all schools by December 2029; citywide by 2028
<b>5b:</b> 40 km/h default + variable at schools (accelerated)	Variable 30km/h speed limits outside urban schools, followed by citywide speed limit review (default 40 km/h) (includes also 30 km/h in town centres) Timing: All schools by June 2024; citywide by 2025
<b>6:</b> 40/30 km/h mix	Speed limit of 30 km/h for non-arterial streets and speed limit of 40 km/h for arterial streets (with exceptions for a few arterials, regional, national, high-volume roads remaining at 50 km/h) (includes also 30 km/h on roads outside schools and in town centres) Timing: Citywide by June 2024

**Note:** Option 4 (30 km/h speed limit) excludes most arterial roads (which remain at 50 km/h) whereas Option 3 (40 km/h) reduces the traffic speed limit on most arterial roads to 40 km/h.

## Attachment 4 Summary of Safer Speeds Cost Benefit Analysis

The Land Transport Rule: Setting of Speed Limits 2022 requires a general lowering of speed limits around schools to improve safety outcomes and make walking, cycling, and scooting appealing modes of transport to and from school. Under the Rule, speed limit changes for at least 40% of schools need to be completed by 30 June 2024 and the remaining schools would have to be completed by 31 December 2027. There are 81 schools and colleges within Wellington City, the large majority of which will require a lowering of speed limits to meet the requirements set out in the rule.

Nine alternative approaches to delivering safer speeds on Wellington's streets have been developed to assess their relative costs and benefits. These options vary across three parameters:

- the approach to safe speeds around schools (permanent or variable)
- the approach to safe speeds citywide (default urban speed limit of 30 km/h (excluding arterials), 40 km/h (including arterials) or no change)
- the implementation timing (implemented by 2024 or 2030).

The cost benefit analysis includes detailed cost estimation, modelling of travel time disbenefits using a mesoscopic traffic model in AIMSUN, and crash savings estimation using Crash Analysis System data and Monetised Benefits and Costs Manual procedures, assuming a 40-year analysis period.

Key results include the following:

- The best performing option (option 6) had 30 km/h speed limit for local streets and 40 km/h for arterial roads. This option had substantial crash reduction benefits (\$529 million, discounted over 40 years), and relatively high vehicle travel time disbenefits. A high implementation cost of \$44.8 million assumed significant investment in traffic calming measures to achieve safe and appropriate operating speeds. The benefit cost ratio was 7.7 in the central case.
- The next best performing options are permanent speed reduction at school options (#2a and #2b) provided the highest value for money but had lower total benefits compared to most other options. The high benefits cost ratio of 23.4 reflects lower costs and disbenefits compared to the other options with higher benefits. Options #2a and #2b also performed well across all sensitivity tests.
- A default speed limit of 40 km/h without further speed reduction at schools (option #3) and with variable speed at schools (options #5a and #5b) provided medium value for money (benefits cost ratios ranging from 3.2 to 4.6). The option #3 is inconsistent with the requirements of the approved Rule.
- The 30 km/h default – excluding arterials (option #4) provided substantial crash reduction benefits but also with high costs (\$44.8 million) and relatively high travel time disbenefits.
- Implementing variable speed limits around schools only (options #1a and #1b) provided the lowest benefits and very low value for money compared to area-wide speed management approaches or permanently reduced speed around schools.



- Incremental cost benefit calculations indicated that, depending on the total budget available, the most efficient options were permanent speed reductions at schools (options #2a and #2b) and the 40/30 km/h mix (option #6).

Taken together, results indicate that implementing variable speed limits around schools provides the lowest benefits and very low value for money, as compared to options that employ an area-wide speed management approach or permanent lower speeds around schools. This is because the crash reduction benefits are low because benefits are only realised over a small proportion of the road network over a small proportion of the day.

Lowering speeds around schools at all times would be somewhat more effective at reducing deaths and serious injuries and is the option with the highest value for money, due to relatively low costs and low travel time disbenefits.

However, full-time speed limit area setting is by far the most effective option at reducing injuries, as around half of deaths and serious injuries occur in areas that could benefit from slower speeds. A range of different options for reducing urban speed limits have been considered in this analysis. The best performing option is one that would see a speed limit of 30 km/h for local streets and speed limit of 40 km/h for arterial streets. This option would deliver substantial crash reduction benefits of over \$500 million, discounted over 40 years.

**Table B.** Details of the Benefits Cost Analysis for Nine Options

<b>Option</b>	<b>Construction cost</b>	<b>Crash reduction benefit</b>	<b>Travel time disbenefits</b>	<b>Annual death and serious injury crashes avoided</b>	<b>Benefit cost ratio</b>
<b>1a:</b> Variable at schools	\$9.1 million	\$10.2 million	\$4.1 million	0.3	0.7
<b>1b:</b> Variable at schools (accelerated)	\$10.4 million	\$12.2 million	\$4.9 million	0.3	0.7
<b>2a:</b> Permanent at schools	\$6.5 million	\$172 million	\$21.3 million	6.2	23.4
<b>2b:</b> Permanent at schools (accelerated)	\$7.4 million	\$195 million	\$25.5 million	6.2	22.8
<b>3:</b> 40 km/h default	\$12.5 million	\$345 million	\$287 million	10.7	4.6
<b>4:</b> 30 km/h default	\$26.2 million	\$368 million	\$366 million	11.2	0.1
<b>5a:</b> 40 km/h default + variable at schools	\$14.6 million	\$284 million	\$237 million	10.8	3.2
<b>5b:</b> 40 km/h default + variable at schools (accelerated)	\$16.1 million	\$333 million	\$277 million	10.8	3.5
<b>6:</b> 40/30 km/h mix	\$26.2 million	\$529 million	\$327 million	16.3	7.7

**Table C.** Cost Estimation Summary by Option

<b>Option</b>	<b>Signage</b>	<b>Traffic calming</b>	<b>Implement- ation costs</b>	<b>Maintenance costs</b>	<b>Total</b>
<b>1a:</b> Variable at schools	\$2.6 million	\$4.9 million	\$3.4 million	\$11.1 million	\$22.0 million
<b>1b:</b> Variable at schools (accelerated)	\$2.6 million	\$4.9 million	\$3.4 million	\$11.5 million	\$22.0 million
<b>2a:</b> Permanent at schools	\$0.4 million	\$4.9 million	\$2.4 million	\$5.0 million	\$12.7 million
<b>2b:</b> Permanent at schools (accelerated)	\$0.4 million	\$4.9 million	\$2.4 million	\$5.3 million	\$13.0 million
<b>3:</b> 40 km/h default	\$0.4 million	\$9.0 million	\$3.7 million	\$7.9 million	\$21.0 million
<b>4:</b> 30 km/h default	\$1.1 million	\$18.5 million	\$7.7 million	\$17.4 million	\$44.8 million
<b>5a:</b> 40 km/h default + variable at schools	\$3.0 million	\$9.0 million	\$5.1 million	\$15.3 million	\$32.4 million
<b>5b:</b> 40 km/h default + variable at schools (accelerated)	\$3.0 million	\$9.0 million	\$5.1 million	\$15.7 million	\$32.7 million
<b>6:</b> 40/30 km/h mix	\$1.1 million	\$18.5 million	\$7.7 million	\$17.4 million	\$44.8 million



## **HOUSING STRATEGY AND PROACTIVE DEVELOPMENT PROGRAMME**

### **Kōrero taunaki | Summary of considerations**

#### **Purpose**

1. This report provides the Pūroro Āmua | Planning and Environment Committee with a package of updates relating to the Housing Action Plan and the Proactive Development programme.
2. Included in this report is the final report of the Housing Action Plan 2020-22 (the Plan), the work underway to revise the Plan for the 2022-25 triennium and the risks to delivering on the long-term outcomes of the Housing Strategy.
3. Also included is a more focused update on the Proactive Development priority area of the Plan including the Te Kāinga work programme and the 1-year evaluation of the operation of the first building in the programme – Te Kāinga Aroha, and updates on the housing development and supply programme.

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

Aligns with the following strategies and priority areas:

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

#### **Relevant Previous decisions**

The Te Kāinga Programme was identified as a priority project in the 2018-28 Long-term Plan and is included as one of the key projects in the Proactive Development Priority of the 2020-22 Housing Action Plan which was unanimously approved by Council in March 2020. On 2 June 2021 the Pūroro Rangaranga | Social, Cultural and Economic Committee unanimously agreed to establish a target of 1000 Te Kāinga homes to be delivered or under contract in the next 5 years.

#### **Significance**

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

#### **Financial considerations**

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

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**Risk**

|  Low      |  Medium      |  High      |  Extreme

4. 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 attached to the paper.
5. The emerging risks are noted within this paper, in particular for the Te Kāinga programme.

Authors	Rebecca Tong, Programme Manager Samantha McKeown, Project Manager, Housing Development
Authoriser	Liam Hodgetts, Chief Planning Officer

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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information
- 2) Note the updates included in the final report of the Housing Action Plan 2020-22.
- 3) Note the Housing Action Plan is being revised for the 2022-25 triennium and will be brought to committee early in the new triennium. The revised Action Plan will incorporate work underway with Te Tākai Maru Tangata Rōpu, the Māori housing group, and decisions recently made on accessibility targets.
- 4) Note the findings of the 1-year evaluation of Te Kāinga Aroha, the first building in the Te Kāinga programme and the learnings taken into the next buildings.
- 5) Note progress toward the 1000 unit target for the Te Kāinga programme and the future risks to the programme flagged in this report.
- 6) Note the updates on City Housing development site at Harrison St and that the proposed Nairn St development is on hold until decisions are made on City Housing financial sustainability
- 7) Note the Infrastructure Acceleration Fund bid for Johnsonville is proceeding to negotiation stage, and further update on this project will be provided in 2023.

## **Whakarāpopoto | Executive Summary**

7. The Housing Action Plan 2020-22 (the Plan) was adopted in March 2020, to put into effect the long-term outcomes and vision of the Wellington City Council's Housing Strategy (the Strategy).
8. The attached 6-month report of the Housing Action Plan presents updates on the 5 priority areas of the plan as well as risks to delivering on the outcomes of the housing strategy.
9. Likely updates to the Housing Action Plan into the next triennium (2022-25) are signalled in this report.
10. More detailed updates on the proactive development priority area are also included in this report, this covers Te Kāinga affordable rental programme updates and 1 year evaluation, updates on City Housing development sites at Harrison St and Nairn St, and the Infrastructure Acceleration Fund.

## **Takenga mai | Background**

11. The Council's Housing Strategy (the Strategy) was adopted unanimously in June 2018. The Strategy guides Council decisions that relate to housing across the housing continuum, i.e. emergency and social housing through to private housing for sale or rent. Council has a part to play at all ends of this continuum and this is reflected in the Strategy.
12. The Strategy is put into effect by an action plan the second of which, the Housing Action Plan 2020-22 (the Plan) was adopted in March 2020.

13. The Plan focuses around five priority programmes of work, supported by strategic partnerships that help Council to deliver on the vision of ‘all Wellingtonians well-housed’.
14. The proactive development priority focuses on the Te Kāinga affordable rental programme and other housing development opportunities.
15. The Pūroro Āmua | Planning and Environment Committee set a target of 1000 units committed or delivered by 2026 in the Te Kāinga programme. This report provides an update on the programme toward this target.

## **Kōrerorero | Discussion**

### **Housing Action Plan report**

16. This is the last year of the Plan a new Housing Action Plan for the 2022-25 triennium will be presented early in the triennium for approval.
17. The next Housing Action Plan will incorporate work underway with Te Tākai Maru Tangata Rōpu (the Māori housing group, which is setting a shared vision and actions to address homelessness), the recent decision to set an accessibility target, reflect the joint Regional Housing Action Plan, include an updated plan toward financial sustainability for City Housing following consultation through the Annual Plan 2022/23, and work to operationalise the affordable housing chapter of the District Plan.
18. The Housing Action Plan report is included as attachment 1, the key updates from the report are included below. This Committee paper also provides more detailed updates on the proactive development priority area, including Te Kāinga 1 year evaluation, Te Kāinga programme updates and housing development project updates.

### *One-stop shop consenting improvements*

19. RuBRIC – The first part of RuBRIC was the resource consent checker (minimum viable product now live), work begins in July (working from the notified District Plan) on the second part of RuBRIC. This will begin in November with tools to assist homeowners to navigate the Proposed District Plan and the Intensified Streamlined Planning process.

### *Planning for Growth*

20. The Proposed District Plan is due to be notified in July, following Pūroro Āmua | Planning and Environment Committee decision in June 2022. This starts the statutory process for the District Plan.
21. Regional Housing Action Plan (RHAP), has been adopted by the Wellington Regional Leadership Committee. Officers are closely aligned to this work and are core to the implementation group. The RHAP includes actions that are closely aligned to existing Council work programmes, such as investigating land opportunities, rolling out the Te Kāinga model regionally (“regional build-to-rent model”), standardising planning provisions, managing regional infrastructure and support iwi-led māori housing provision. The WCC Housing Action Plan for 2022-25 will further support and align to the RHAP.

### *Homelessness*

22. Since the last report of the Housing Action Plan Te Tākai Maru Tangata Rōpu has been established, this is a joint mana whenua/Council group looking at how to address



homelessness. This group has started with setting a vision and after engaging with those who experience homelessness, will turn to actions to deliver on the shared vision. This is expected to incorporate multiple factors that contribute to a person experiencing homelessness and will link to supply opportunities in the proactive development area. Actions out of this group will be incorporated into the Housing Action Plan for 2022-25.

*City Housing financial sustainability*

23. Following consultation on the future of City Housing, through the Annual Plan 2022/23, the Long Term Plan / Annual Plan Committee has agreed to the preferred option for the future of City Housing – that a leasehold Community Housing Provider (CHP) with broad responsibilities is to be the basis for the LTP amendment for adoption on 30 June 2022.
24. Subject to adoption of the LTP amendment by Council, the transition plan for the CHP's establishment will commence over 12-15 months. This work will be reflected in updated Housing Action Plan for 2022-25.

*Proactive Development*

25. Updates on the proactive development priority area (Te Kāinga programme and evaluation, and housing development updates) are included in detail within the body of this Committee report.

*Risk assessment*

26. The 6-month report includes a risk assessment, following process agreed by the Finance, Audit and Risk Subcommittee in November 2020. Many of the risks highlighted in the 6-month report from the end of 2021 require ongoing attention. They have been reviewed and actions adjusted to reflect work underway since last report, an additional emerging risk has been included.
27. Emerging risk – the current housing market uncertainty and construction market challenges present risks to delivery of Council projects and may also see slow down of delivery of private developments. While we haven't seen slow down yet, officers will continue to monitor consent numbers and net housing supply to understand market impacts. The related potential impacts and risks specific to Te Kāinga programme are noted in the Te Kāinga programme update.
28. The risks and mitigations are outlined further in the attached 6-month report.

**Te Kāinga programme update**

29. The following table provides an update on the buildings currently committed in Te Kāinga build programme.

<b>Project site</b>	<b>Delivery</b>	<b>Update</b>	<b>Programme unit count</b>
<b>195 Willis – Te Kāinga Aroha</b>	52 units delivered March 2021	The 1 year evaluation of the operation of this building is included in this report.	52
<b>203 Willis St</b>	48 units – delivered May 2022  9 further units on ground floor – date to be confirmed	Building handover occurred 1 June, tenants moving in throughout June 2022.  The ground floor has been consented separately to the remainder of the building. Of the 9 further units, 8 will be accessible units.	100  109
<b>53 Boulcott St</b>	37 units – expected completion July 2022	Construction underway.	146
<b>178 Willis St</b>	106-122 units – expected completion February 2023	Construction progressing to timetable.	252-268
<b>24 Haining St</b>	78 units – expected completion May 2023	Site works have commenced.	330-346

30. In addition to the above, officers are continuing negotiations with four separate building owners that could see a further 320 apartments added to the programme.

*Te Kāinga programme residual risks*

31. Officers are actively managing risks to the programme as they arise, however with uncertainty and constraints in the market there are some residual risks that may have material impacts on the programme in the coming years.

32. Programme residual risks include:

33. Rising cost of construction and supply chain issues are affecting both NZ-made and imported products. The construction market impacts are well publicised, some minor project delays and cost impacts have been felt but largely mitigated so far. If the current market continues, a more material impact to the programme may occur.

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Officers will continue to monitor developments and provide further updates in early 2023.

34. Unit size demand – the Te Kāinga programme was set up to increase supply to unmet demand both in terms of price-point and long-term rental security but also in terms of larger family units. In the first two buildings demand for 1 bedroom units was greater than supply. There remains some challenges with filling all the 3 bedroom units at Aroha with two of 13 vacant. In letting the second building, Officers are responding by marketing the units on different platforms and are considering other mitigations, such as the lead time required for marketing of future family-size units.

#### **Evaluation of Te Kāinga Aroha**

35. Te Kāinga is a first for Local Government in New Zealand, evaluation is an essential element of the programme to ensure the objectives and values of the programme are being achieved. The aim of the evaluation is to determine the merit of the intervention by identifying its actual and/or potential impacts for tenants and the city.
36. A 6-month interim report was provided to Pūroro Amua | Planning and Environment Committee in November 2021. Some early lessons from this interim evaluation have been incorporated into how the programme is managed, including everyday operations and tenanting of the second building in the programme.
37. The 1 year evaluation has followed a similar approach to the 6 month evaluation with a survey sent to current tenants to understand levels of satisfaction, and how these have changed since the 6-month evaluation; another survey was sent to those on the Te Kāinga mailing list to understand their experiences and what attracted them to Te Kāinga.
38. Ongoing monitoring of the programme – 6 month surveys of tenants in buildings 2 and 3 will be conducted, as well as a 1 year evaluation.

#### *Results – current tenants*

39. A summary of the results of the evaluation are presented here, more in-depth results are included in the attached evaluation report.
40. Overall the results from the surveys remain very positive. While there are clear areas for improvement, the results indicate there is strong demand for what the programme offers and that the programme is being set up for success.
41. Current tenants are overall satisfied with their apartment, this is consistent with the 6-month check in.
42. Value for money and advocacy indicators have decreased since the 6-month evaluation. From the comments, it appears issues with the climate control in the building, which has now been resolved) has impacted these indicators.
43. Service delivery from staff was rated highly by tenants and ratings have increased since the 6-month evaluation, indicating improved service delivery. For example, when maintenance issues were raised by tenants, satisfaction with how staff dealt with these was high.

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*Results – mailing list*

44. Affordability and price of the apartments is the key driver that has attracted people to the programme. Some comments received in response to the question ‘What attracted you to the Te Kāinga programme?’:
45. “Affordable accommodation in the heart of Wellington! A warm dry new home! Security of tenure for a decent amount of time, no frequent moves due to landlords flipping homes to cash in their capital gain”
46. “I’m a public servant, I really want to make a difference however I find the costs of renting to be so high, it’s just too much to pay to stay somewhere warm and dry.”
47. Some comments received sought more updates, photos and information on the apartments available. A dedicated website for the programme went live at the end of March 2022. The website is much easier to navigate and allows the team to provide more information. How we utilise this in future will be influenced by this feedback.

**Housing supply and development**

*Harrison St redevelopment – City Housing*

48. Redevelopment of Harrison St to provide nine new family homes for City Housing is well underway, with completion expected by the end of the year. Attachment 3 provides further update on this development with progress photos.

*Nairn St redevelopment – City Housing*

49. This redevelopment site has been cleared for future development with early feasibility work undertaken. Decisions on how the site is developed have been wrapped up into the discussions with central government about the financial sustainability of City Housing.

*Infrastructure Acceleration Fund – Johnsonville project*

50. Part of the Government’s housing supply and affordability investment package, the Infrastructure Acceleration Fund (IAF) is a \$1 billion contestable fund, and is the largest fund with the Housing Acceleration Fund investment package.
51. A memo to Councillors in August 2021 provides the background and context of this fund and Council’s applications, as well as the applications Council supported from mana whenua partners.
52. Officers have recently been informed that one of the Council bids has been progressed to the negotiation stage. This bid is for three-water upgrades to support and accelerate housing development in and around Johnsonville town centre, including at the old Johnsonville Library and on the Stride development site.
53. If successful this IAF project will see up to \$16 million contribution to three-water infrastructure to support these projects and growth in the suburb, enabling and accelerating the development of at least 200 homes across the 2 sites.
54. Further update will be provided once negotiations have concluded.
55. While officers work through the negotiations with the Government on the IAF, work continues on the housing projects. This involves feasibility and planning work for the library site and discussions with potential partners to deliver housing on the site.

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Officers also continue to work closely with Stride and other relevant parties to facilitate good community, public transport and housing outcomes.

### **Kōwhiringa | Options**

56. Not applicable – this report is not seeking a Committee decision.

### **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

57. 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.
58. The benefits of good housing and the impacts of poor housing are wide ranging. There are several 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 Action plan into 2022-25 will draw on findings and priorities identified through these strategies and engagement exercises.
59. *Our City Tomorrow engagement, the Spatial Plan and the proposed District Plan* – engagement on these three pieces of work over the last 5 years will transform how we live. The District Plan is critical to enabling and encouraging housing supply, choice, and affordability.
60. *Annual Plan 2022/23* – engagement has recently closed on the Annual Plan for 2022/23 which includes a big decision on the future of City Housing as well as introduction of an Environment and Accessibility Performance Fund, encouraging improved quality of housing and buildings in the city.
61. *Te Mahana* – this strategy to end homelessness has come to an end, to set the vision, direction and actions to address homelessness, a partnership has been formed – Te Tākai Maru Tangata Rōpu. This group is early in its formation but aims to take a joint approach between Council, Mana Whenua and Māori to addressing homelessness in Wellington. The Housing Action Plan 2022-25 will reflect actions that arise out of this mahi.
62. *Te Atakura* – Building energy and performance is an action of Council's Te Atakura Climate Action Plan. Building performance and construction waste are considered through Council's proactive development. Officers will consider opportunities to do more, through the Te Kāinga programme, in conjunction with the future Environmental and Accessibility Performance Fund.
63. *Economic well-being strategy and Children and young people strategy* – shortage of affordable housing and high cost of living was a key piece of feedback through both the economic well-being strategy and children and young people strategy consultations. The economic concerns and concerns of children and young people of housing supply and affordability will be a key consideration as the Housing Action Plan 2022-25 is developed.

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### **Engagement and Consultation**

64. Engagement and consultation plans are in place for projects within the Housing Action Plan. These are aligned across the Plan where relevant to do so, through the Housing Action Advisory Group.

### **Implications for Māori**

65. Housing is a priority for our Iwi partners, and the negative impacts of the housing market are impacting Māori disproportionately. For these reasons, the recently formed Te Tākai Maru Tangata Rōpu and our partnerships with iwi on specific projects are a focus for the Housing Action Plan update into 2022-25.

### **Financial implications**

66. Projects within the Housing Action Plan have budgets that are managed at the project level. Any additional implications will be managed at the project level and LTP funding requested as required.
67. There are expected to be financial implications to the Te Kāinga programme if the residual risks noted in the Te Kāinga programme update section continue to have impacts, these are being closely monitored and further update will be provided when it is clearer what these impacts may be.

### **Legal considerations**

68. 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**

69. Risks to delivering on the Housing Strategy outcomes are managed at project level with programme oversight through the Housing Action Plan 6-month reports. The 6-month report attached to this Committee paper, includes a risk assessment.
70. Residual risks in relation to the Te Kāinga programme are noted in this Committee paper and further update on the impacts of these will be provided once these become clearer.

### **Disability and accessibility impact**

71. Growing focus on accessible housing is an outcome sought from the Housing Action Plan and the update into 2022-25.
72. Recent decision to set a target for accessible housing has driven the provision of 8 accessible units in the second building of the Te Kāinga programme, 203 Willis St. Opportunities to continue to do more are being identified and progress toward the accessible unit target will be included in the monitoring plan for the Housing Action Plan 2022-25.

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

73. Building performance and construction waste are considered through Council's proactive development. Officers will consider opportunities to do more, through the Te

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Kāinga programme, in conjunction with the future Environmental and Accessibility Performance Fund.

### **Communications Plan**

74. Communications plans are in place at the project level.

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

75. Project Health and Safety is considered at the project level.

### **Ngā mahinga e whai ake nei | Next actions**

76. Housing Action Plan 2022-25 will be developed for approval early in the new triennium.

77. Further updates on the Te Kāinga programme, including update on the residual programme risks identified in this Committee paper, and the Infrastructure Acceleration Fund project will be provided in early 2023.

### **Attachments**

- Attachment 1. Housing Action Plan report and risk assessment
- Attachment 2. Te Kāinga 1-year evaluation report
- Attachment 3. Harrison St update - with pictures



# 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.

## Housing Action Plan 6-month Report

The Council has a Wellington Housing Strategy (the Strategy), this sets the long-term vision and outcomes Council seeks to achieve for Wellington. The Strategy is put into effect by a Housing Action Plan (the Plan), the current plan was adopted in March 2020 and it was agreed that officers would report on the progress of the Plan every 6 months. This report is the second six-month report.

## Project updates – priority areas

### Planning for Growth

Our city is growing. The District Plan is up for review. This programme will shape the way we live, for decades.

Actions	Action Plan timeframe	Current timeframe
<ul style="list-style-type: none"> <li>• Draft Spatial Plan consultation</li> <li>• Final Spatial Plan presented to Council</li> <li>• Upper Stebbings, Glenside West and Lincolnshire Farm structure plans</li> <li>• Draft District Plan consultation</li> <li>• Proposed District Plan statutory process</li> <li>• Wellington Regional Growth Framework – developing a Spatial Plan for the region</li> </ul>	<p>Aug-Oct 2020 June 2021</p>       <p>Late 2021 publicly notified May 2022 Adopted July 2021</p>	<p>Complete Complete Complete</p>       <p>Complete June 2022 Adopted July 2021</p>
<b>Status</b>		





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The Planning and Environment Committee will be asked to approve the Proposed District Plan in June 2022. This reflects several years of consultation and engagement on Our City Tomorrow, the Spatial Plan and a draft District Plan. Following Committee decision, the Proposed District Plan will be notified in July which starts the statutory process.

Regional growth plan was endorsed by Council and the Regional Leadership Committee in 2021. Since then a Regional Housing Action Plan (Regional HAP) has been adopted. Officers are closely aligned to this work and are a core part of the implementation group. The Wellington City Council Housing Action Plan for 2022-26 will align to the Regional HAP.

## One-stop shop consenting improvements

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.

Actions	Action Plan timeframe	Current timeframe
<ul style="list-style-type: none"> <li>• Consents website content refresh and online resource consent lodgement</li> <li>• Improve pre-application processes</li> <li>• Online resource consent tool (RuBRIC) incrementally implemented by coding rules of the District Plan, if proven feasible</li> <li>• Review of Teamwork (old system relied on by City Consenting and Compliance)</li> <li>• Ongoing improvements over three years include greater visibility of applications, consistent information, advice and service.</li> </ul>	<p>Early 2020</p> <p>Mid 2020</p> <p>Starting early 2020</p>	<p>Complete</p> <p>Resource consent checker MVP now live. Coding of notified District Plan to begin July 2022</p> <p>Started early 2020</p>
<b>Status / highlights</b>		
<p><i>RuBRIC 'resource consent checker'</i></p> <p>Minimum viable product now live. This is a significant milestone in a world-leading project to simplify the highly complex resource consenting process. Council recently won the Best Practice in Strategic Planning and Guidance Award at the Planning Institute awards. The award recognises the work on developing this interactive online tool which allows Wellingtonians to quickly and simply check whether a resource consent is needed for their residential building work.</p>		



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Two parts to RuBRIC – resource consent checker (MVP now live), second part is in creating better rules through the District Plan review. The second part creates a big resource requirement from Place Planning, CCC and Smart Council and begins once the District Plan has been notified.

## City Housing 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.

Actions	Action Plan timeframe	Current timeframe
<ul style="list-style-type: none"> <li>• City Housing financial sustainability               <ul style="list-style-type: none"> <li>○ Consultation on revised policy framework and rent settings</li> <li>○ Decision on policy framework and rent settings</li> <li>○ Options considered for long-term financial sustainability</li> </ul> </li> <li>• Strategic Housing Investment Plan (SHIP), Single Capital Programme workstream – Deliver a 10-year delivery plan of renewals and upgrades, this includes the Housing Upgrade Programme phase 2 and incorporates Healthy Homes Standards</li> </ul>	<p>June-July 2020</p> <p>End 2020</p>	<p>Complete (mid 2020)</p> <p>Decision due June 2022</p>
<p><b>Status</b></p>		



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Consultation on the future of City Housing was carried out alongside the Annual Plan 2022/23. The Annual Plan Committee on 1 June agreed to the preferred option to progress with establishing a leasehold Community Housing Provider.

Following Annual Plan Committee decision, the details will be developed and brought back to the Social Cultural and Economic Committee, this will include setting a purpose and operational scope for the CHP, details of the governance and Trust Board, key details of the lease agreement and a CHP transition and establishment plan.

The work plan to establish the CHP will be reflected in the Housing Action Plan 2022-25.

## 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.

Actions	Action Plan timeframe	Current timeframe
Focus 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: <ul style="list-style-type: none"> <li>○ Wellington City Mission new build</li> <li>○ Wellington Night Shelter, now called Te Paamaru refurbishment</li> <li>○ Kāinga Ora – Rolleston site</li> <li>○ Kāinga Ora – Arlington sites 1 and 3</li> </ul>	Operational early 2022 Completion late 2020 Completion early 2022	Completion 2023 Completion 2023
<b>Status</b>		



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Since the last report of the Housing Action Plan Te Tāku Maru Tangata Rōpu has been established, this is a joint mana whenua/Council group looking at how to address homelessness. This group has started with setting a vision and after engaging with those who experience homelessness, will turn to actions to deliver on the shared vision. This is expected to incorporate multiple factors that contribute to a person experiencing homelessness and will link to supply opportunities in the proactive development area. Actions out of this group will be incorporated into the Housing Action Plan for 2022-25.

## Proactive Development

This programme focuses on being prepared and open to maximising opportunities for greater provision of housing supply.

Actions	Action Plan timeframe	Current timeframe
<ul style="list-style-type: none"> <li>• Te Kāinga – affordable rentals (previously known as CBD apartment conversions) – programme of up to four buildings</li>   <li>• City Housing Strategic Housing Investment Plan – development and disposals programme. Current development sites:               <ul style="list-style-type: none"> <li>○ Harrison Street</li> <li>○ Nairn Street</li> </ul> </li> </ul>	<p>First building complete early 2021</p> <p>Complete early 2022</p> <p>Detailed design underway in 2020</p>	<p>First building fully tenanted April 21</p> <p>Buildings 2 and 3 complete mid 2022, 2 further buildings expected in 2023. Negotiations continue on future buildings.</p> <p>End 2022</p> <p>Feasibility complete, next steps on hold awaiting City Housing financial sustainability decision.</p>
<b>Status</b>		
<p>Te Kāinga, Aroha - 197 Willis Street. This first building in the programme has been tenanted for 1 year, the 1 year evaluation is being presented to Committee in June 2022.</p> <p>Te Kāinga 203 Willis St. This building is being tenanted throughout the first part of June 2022. Learnings from the tenanting and move phase of Te Kāinga Aroha are being applied to 203 Willis St to ensure a good experience for our tenants.</p>		



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### Te Kāinga programme

- Council has agreed to a further four buildings which will take the total units to 388, delivered within the next three years.
- A target number of units of 1000 delivered or agreed within five years has been set and further update on progress toward that target is included in the committee report June 2022.

### Strategic Housing Investment Plan, development and disposals workstreams. Development site updates:

- Harrison Street – Construction is about halfway complete, project is expected to be completed end 2022.
- Nairn Street – feasibility was completed and a preferred scheme identified. The development of this site has been wrapped into the discussions with the Crown on City Housing's financial sustainability. Next steps to be reassessed following Council decision on City Housing financial sustainability.
- Feasibility has been undertaken on four further sites for either infill development or redevelopment. Investigation is being progressed on these, with funding and next steps to be determined following financial sustainability decision.
- The tranche 2 and 3 disposals, declared surplus by Council in 2020, are under discussion with mana whenua partners and Kāinga Ora, working with these partners on these surplus properties ensures the property is retained for social housing in the city.

### Build Wellington development programme

- Build Wellington is also progressing a programme of developments for affordable and market, through commercial partnerships. This includes sites such as the old Johnsonville Library site which is progressing with negotiations underway with Central Government on the Infrastructure Acceleration Fund proposal for this site. Further update on this covered in the P&E committee paper June 2022.

## Risks to achieving Housing Strategy outcomes

The risks to the Housing Strategy have been identified by project team. These are reviewed by HAPAG, ELT and SPC as per the enterprise risk framework.

#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
HSR01	<i>Wellington has a well-functioning housing system</i>	<b>Regulatory risk</b>	Planning for Growth programme engagement brings community along on future District Plan decisions. Consultation on the draft	<b>Likely</b>	High (12) <i>(Likely, Major)</i>



# Housing Action Plan 2020-2022

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#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
	<ul style="list-style-type: none"> <li>More availability and choice of housing</li> <li>More affordable homes</li> <li>Growth in supply</li> </ul>	<p>The changes to the District Plan, which aim to enable more growth, are met with significant public/legal opposition.</p>	<p>Spatial Plan is complete with results currently being collated for Council consideration.</p> <p>An independent review of the Planning for Growth Programme and legal advice on the engagement process to date supports the approach that has been undertaken and that risks are generally being appropriately managed.</p>	<p>It can be expected that the District Plan changes will be met with some level of legal challenge within the next 1 – 3 years. The key controls aim to reduce the impact of the risk and ensure Council is following a process that stands up to legal opposition.</p> <p><b>Impact of risk</b></p> <p>The timeframe to finalising the District Plan could be impacted if there is significant legal objection.</p> <p>The ability of Council to enable the growth in homes to meet growth in population could be challenged.</p>	
		<p><b>Reputation risk</b></p> <p>Risk that infrastructure provision, regulatory rules and housing supply measures don't align, slowing development of supply.</p>	<p>Investment priority areas are being developed through the planning for growth programme. These priority areas are based on a number of factors including how easy it would be to solve any infrastructure issues, capacity for growth and Council and other partner land-holdings.</p> <p>Note – this infrastructure risk includes community infrastructure.</p>	<p><b>Likely</b></p> <p>Given the extent of the infrastructure issues there is likely to be some misalignment. However, the investment priority areas are designed to align to growth areas for key partners as well as ease to solve issues. The priority areas shape the infrastructure funding in the Council's long-term plan and Wellington Water plans to ensure funding is committed to solve issues in the priority areas.</p> <p><b>Impact of risk</b></p>	<p>High (12)</p> <p>(Likely, Major)</p>



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#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
		<p><b>Reputational risk</b></p> <p>Our consenting process is perceived as being too complex to engage with therefore deterring city growth and residential development opportunities.</p> <p>Potential developments are stalled or stopped as consenting seems too hard or too slow.</p>	<p>This risk is not completely within Council's control, the Resource Management Act is commonly perceived to be a barrier. Reform is underway however it will likely add additional complexity for consenting officers through transition.</p> <p>Council's one-stop shop programme of consenting improvements aim to reduce perceived road-blocks in applying the current RMA.</p> <p>Recent initiatives like the pilot of the online resource consent checker tool, introduction of case managers, complete review of website content to make it easier to find and understand information on consenting. Improving the way teams within Council work together to provide a coordinated response has also been implemented with the aim to provide a more cohesive experience for our customers.</p> <p>The one-stop shop programme of works comprises a series of improvements to make</p>	<p>Infrastructure may slow development of housing down or housing is developed with infrastructure that doesn't support it. This could lead to capacity issues in the existing infrastructure networks.</p> <p><b>Likely</b></p> <p>We are bound by the legislation, which is commonly perceived to be a barrier to development. There is added complexity expected in the coming years as the new District Plan will be adopted in two parts, a fast tracked part including the Government's Medium Density Residential Standards, and the remainder of the District Plan that follows the standard statutory process.</p> <p><b>Impact of risk</b></p> <p>Potential developments are stalled, stopped or opportunities not taken at all, as consenting seems too hard or too slow.</p>	<p>High (9) (Likely / Moderate)</p>



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#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
			it easier for customers to work through the consenting process.		
		<p><b>Financial risk</b></p> <p>There is uncertainty in the housing market and significant pressures on the construction market, these may present financial and project delivery risks as well as a potential slow down in delivery of private housing development.</p>	<p>Supply impacts as a result of market changes are predominantly driven by the private market so there is limited control Council can have.</p> <p>Council projects will continue and are being closely monitored and any delays or potential budget increases identified and communicated early.</p> <p>Officers are constantly monitoring the market, including consent numbers as a means to identify any change to private development delivery.</p> <p>There is a potential benefit from market changes, purchase prices appear to be declining in recent months potentially making purchase options more affordable.</p>	<p><b>Certain / already happening</b></p> <p>The market has and continues to change.</p> <p><b>Impacts of risk</b></p> <p>There are budget and timing impacts to Council projects including some minor delay to Harrison St. Impacts of the market on future Te Kāinga buildings is not yet understood but risks to this programme are flagged in the Committee report of 9 June.</p>	<p>Extreme (15) (Almost certain / high)</p>
HSR02	<p><i>Homes in Wellington are of good quality and are resilient</i></p> <ul style="list-style-type: none"> <li>• More homes are safe, secure and resilient</li> <li>• More homes are warm, dry and energy efficient</li> </ul>	<p><b>Financial, Reputation, and Health &amp; Safety and legislative compliance risk</b></p> <p>If we are unable to finance the upgrade and renewals of our City Housing portfolio, including upgrades to meet Healthy Homes Standards, parts of Council's own</p>	<p>A decision on the future of City Housing will be made on 2 June. The approach will address how funding is sourced to ensure Council's housing portfolio can be brought up to required standards – making them warm, dry and resilient.</p> <p>At a minimum, there is budget set aside in the draft Long-term Plan 2021-31 to complete Healthy Homes work, regardless of outcomes of financial sustainability work.</p>	<p><b>Likely</b></p> <p>All City Housing homes currently meet legislation. However, there is a financial gap to upgrade them to meet Deed of Grant requirements from next year. Upgrades are required to approximately half of the Council's City Housing portfolio.</p>	<p>Extreme (13) (Unlikely / Severe)</p>





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#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
	<ul style="list-style-type: none"> <li>More homes are environmentally sustainable.</li> </ul>	<p>housing portfolio may not be warm, dry and resilient.</p> <p>If finance for upgrades and renewals isn't found Council is also at risk of being in breach of Deed of Grant requirements and Healthy Homes legislation.</p>		<p>Officers are currently developing options to fund these upgrades and address the long-term financial sustainability of the business.</p> <p><b>Impacts of risk</b></p> <p>Some of our own housing residents will be housed in homes that may not be warm, dry and resilient. Loss of stakeholder confidence and health and safety is of key concern as well as breach of legislative compliance.</p>	
HSR03	<p><i>Homes meet the needs of Wellingtonians</i></p> <ul style="list-style-type: none"> <li>Decisions reflect the housing need in Wellington</li> <li>More Wellingtonians can access a home</li> <li>More Wellingtonians can sustain a home</li> </ul>	<p><b>Reputation risk</b></p> <p>The more unaffordable housing becomes in Wellington, the less attractive it is as a city to live, work and play in. There are more and more reports of people leaving Wellington for places where housing is within reach.</p> <p>The current housing market has impacts throughout the housing continuum. Specific impacts:</p> <ul style="list-style-type: none"> <li>City Housing tenants' rents are set based on</li> </ul>	<p>While not entirely within Council's control, the housing market pushing people out of our city has significant impacts on Council and the city's reputation.</p> <p>Council's actions in the Housing Action Plan aim to improve access to housing for all Wellingtonians. In particular the work currently being reviewed in the proactive/urban development area of the plan. This area seeks to add supply either delivered by Council or in partnership. Note however that adding supply is a long-term action.</p> <p>Affordability of City Housing for tenants is covered within the overall assessment of the ongoing financial sustainability of City Housing. Decision on this due 2 June 2022. As an interim step, Committee resolution to</p>	<p><b>Almost certain</b></p> <p>This is already happening, emergency and transitional housing supply partners are flagging the lack of supply as an issue currently.</p> <p><b>Impacts of risk</b></p> <p>People may move out of the city, and even out of the region, to find housing that is more affordable.</p> <p>Emergency and transitional housing providers may have to move out of the city to find available supply, making it more difficult to find job opportunities without significant transport cost and making it more difficult to create a pathway out of homelessness.</p>	<p>Extreme (15)</p> <p>(Almost Certain / Major)</p>



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#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
		<p>market, tenant's ability to afford our units will likely become more and more challenging.</p> <ul style="list-style-type: none"> <li>Lack of supply is impacting on our partners' ability to secure transitional housing units and support people move out of emergency housing into more secure housing solutions.</li> <li>This is likely to be further compounded when tourism increases again and hotels return to hotel use, which will see a loss of emergency housing.</li> </ul>	<p>provide some assistance to existing tenants was made in early 2022 and is being actioned now.</p> <p>A new partnership – Te Takai Maru Tangata Ropu has been established to set a shared vision between Council and mana whenua partners to addressing homelessness, actions out of this partnership will be incorporated into the next Housing Action Plan (2022-26). Officers continue to work closely with community partners to understand the types of housing needs and ensuring this information is passed on to key Government partners and Council's City Housing. Officers also work in partnership with Government and community organisations to establish solutions for those with extremely complex unmet housing needs.</p>		
		<p><b>Reputational risk</b></p> <p>Te Mahana strategy has ended and there is a risk to Council reputation that we've reached the end of this strategy but have not 'solved' homelessness.</p>	<p>The Te Takai Maru Tangata Ropu partnership is looking at strategic approach to addressing homelessness. This will likely see a shared vision with an action plan to deliver on that vision.</p>	<p><b>Likely</b></p> <p>The continued impacts of homelessness felt by vulnerable Wellingtonians beyond the end of Te Mahana may draw some public criticism of Council. However, the unexpected behaviour of the housing market is well known and talked about in the media, so the focus will likely primarily be about the impact on homelessness of</p>	<p>Medium (7)</p> <p>(Likely / moderate)</p>



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#	Strategic outcomes	Key Risks	Key Controls and Actions	Risk Assessment	Current Risk Rating
				the market rather than on the end of the strategy.  <b>Impacts of risk</b>  Public or media criticism could be an impact of the risk.	
HSR04	<p><i>Our housing system supports sustainable resilient and connected communities</i></p> <ul style="list-style-type: none"> <li>Housing supports wellbeing, particularly for the most vulnerable</li> <li>Housing supports connected communities and better placemaking</li> </ul>	<p><b>Reputation risk</b></p> <p>If lower income groups of people are priced out of Wellington, then we risk gentrification in the city and a loss of diversity and community connection.</p>	<p>While Council doesn't have the ability to control this entirely, there are number of projects underway which go some way toward mitigation of this risk. A stronger partnership with Kāinga Ora is being developed and will be critical to this.</p> <p>Council projects:</p> <ul style="list-style-type: none"> <li>Te Kāinga programme introduces a rental product that is more affordable for key workers in the city, operated by the Council.</li> <li>The Strategic Housing Investment Plan sees some disposals of City Housing assets to fund developments, retaining unit numbers in the City Housing portfolio in line with the Deed of Grant. When disposing of City Housing units that are deemed not to be fit for purpose, the first preference is to sell to Kāinga Ora, this is also a requirement under the Deed of Grant. A sale to Kāinga Ora retains social housing in the central city and inner-city suburbs.</li> </ul>	<p><b>Likely</b></p> <p>In some spaces this is already happening. For example, university students living in outer suburbs.</p> <p><b>Impact of risk</b></p> <p>We could lose diversity in the city if people are priced out of housing.</p>	<p>Extreme (15)  (Almost Certain / Major)</p>



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The Council's Enterprise Risk Matrix provides a consistent approach to assess the impact and likelihood of a risk identified so that we prioritise the management of those risks within the Council's risk appetite.

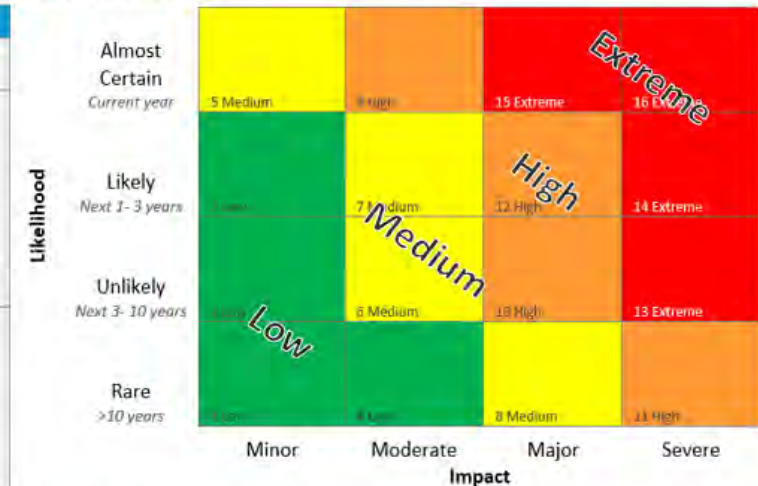
### 1. IMPACT ASSESSMENT TABLE: If this risk was to occur, what would the impact be for the Council?

Category	Minor	Moderate	Major	Severe
<b>Financial</b>	Financial exposure up to \$500k	\$500k to \$5m	\$5m to \$20m	Financial exposure greater than \$20m
<b>Reputation</b>	Negligible, one-off adverse media coverage within a local/small audience No or negligible impact on stakeholder confidence	Ongoing adverse local media coverage (in excess of 2 weeks)  Short term impact on stakeholder confidence resulting in minor changes to operations/projects  Public concerns being vocalised. Central government requiring information	Ongoing (2-6 weeks) adverse local and/or one-off national media coverage  Ongoing adverse impact on stakeholder confidence resulting in major changes to operations/projects  Central government appointment of a Crown Review Team or Crown Observer	Sustained adverse media coverage (in excess of 8 weeks)  Loss of stakeholder confidence resulting in operations/projects ceasing  Central government appointment of a Crown Manager or Commissioner
<b>Regulatory Function</b>	Minor breaches with no direct consequences  Minor litigation	Recommendations for improvement by accreditator  Judicial review undertaken or proceedings issued on our decisions  Single moderate litigation or numerous minor litigations	Corrective actions issued by the accreditator  Decisions related to strategic projects quashed by court and/or compensation paid  Single major litigation or numerous moderate litigations	Losing accreditation to perform regulated work  Decision by court results in requirement to make changes to the Council's regulatory operations  Numerous major litigations
<b>Legislative Compliance</b>	Minor breaches with no direct consequences	Compliance breach that leads to fine of less than \$50k.  Compliance inquiry by a regulator	Compliance breach that leads to fines of \$50k+  Compliance advice received from a regulator	Compliance breach that leads to an investigation and/or jail of an officer  External review and investigation appointed by the regulator
<b>Health and Safety</b>	An event that requires a worker and/or other person to seek first aid and/or debrief	An event that requires a worker(s) and/or other person(s) to seek medical treatment—physical or emotional	Notifiable event(s) that cause illness, injury or distress to worker(s) or person(s)	An event that causes death or permanent impairment to a worker(s) and/or other person(s)
<b>Environmental</b>	Localised environmental damage that can be remediated	Localised environmental damage with a medium term-effect  Offsite release contained or immediately reportable event.	Significant, widespread environmental damage  Long term environment environmental damage with long-term effects  Major off site release	Irreversible and widespread environmental damage  Irreparable damage to significant site or landmark
<b>Service Delivery</b>	LTP key performance measures ≤10% (financial and non-financial measures)  No change to customer complaints	LTP key performance measures 10%-25% (financial and non-financial measures)  Customer complaints increased ≤25%	LTP key performance measures 25%-50% (financial and non-financial measures)  Customer complaints increased 25%-50%	LTP key performance measures ≥50% (financial and non-financial measures)  Customer complaints increased ≥50%

### 2. LIKELIHOOD ASSESSMENT TABLE: How likely is the risk to occur?

Likelihood	Description
Almost Certain	Event could occur this year or similar event has occurred in the current year
Likely	Event could occur in the next one to three years or during the current Triennial Plan
Unlikely	Event could occur in the next three to ten years or during the current Long-Term Plan
Rare	Event could occur in more than ten years

### 3. PLOT THE RISK



### RISK RATING AND DESCRIPTION

Risk Rating	Description	Impact	Reporting
Low	Risk managed within business units	May result in minor impact on the Council's business objectives and outcomes	Included in risk register reporting to manager
Medium	Risk within the Council's risk appetite and managed by T3 and below	Would interfere with the quality, quantity and timeliness of the Council's business objectives and outcomes	Included in risk register reporting to manager and Chief
High	Risk is close to exceeding the Council's risk appetite. Risk managed by ELT	Would interrupt the quality and timeliness of Council's business objectives and outcomes	Escalation to ELT and/or Elected member
Extreme	Risk is at or exceeds the Council's risk appetite	Would stop a number of key objectives and outcomes being achieved	Urgent escalation to ELT and Council

# **Te Kāinga Aroha feedback**

## **Feed back after one year**

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Survey results from current tenants, and mailing list

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

# Research background

As Te Kāinga Aroha was the pilot of the broader Te Kāinga programme, monitoring and evaluation was built into the project timeline. This was to ensure that feedback was gathered at key points for service improvement to Te Kāinga Aroha, as well as ahead of the tenanting of other buildings. The broader research programme includes:

- Initial feedback on Te Kāinga Aroha (reported back after ~6 months). This was presented to Councillors at the end of 2021.
  - A survey was undertaken to gauge tenant satisfaction early on in the tenancy, so the team could understand tenant experience and improve services. It also gives the team baseline results to track tenant satisfaction against.
  - Research was also undertaken with those who had a touch point with Te Kāinga Aroha, but ultimately did not become tenants.
- 1 year feedback on Te Kāinga Aroha (the focus of this report)
  - A survey was sent to current tenants to understand their current levels of satisfaction, and to track how these have changed since June 2021.
  - A survey was also sent to those who subscribed to the Te Kāinga mailing list to understand what attracted them to Te Kāinga their experiences so far.
- On going monitoring.
  - Follow up yearly surveys with Te Kāinga Aroha tenants following this to track satisfaction.
  - 6 month surveys of buildings 2 and 3. Surveys at 1 year, and potentially yearly after this.

# Methodology; *1 year feedback on Te Kāinga Aroha*

Two surveys were sent out in April/May to provide insights for the 1 year check-in.

- **Survey with current tenants**

- An online survey was sent out to all current tenants of Te Kāinga Aroha, asking them about their levels of satisfaction with Te Kāinga Aroha, as well as understanding more about the maintenance and affordability.
- 23 of the 52 dwellings completed the survey (a 44% completion rate).
- The survey took 5-10 minutes, and was completed between 26th April and 4th May.

- **Survey with Te Kāinga mailing list**

- An online survey was sent to people had subscribed to the Te Kāinga mailing list.
- N=75 people responded to the survey. This survey had a 10% completion rate.
- This survey asked similar questions to current tenants, however it mainly focused on what initially attracted them to the Te Kāinga and their satisfaction with our communications to them through the mailouts.
- The survey was completed between 14<sup>th</sup> April and 5<sup>th</sup> May.

# Summary

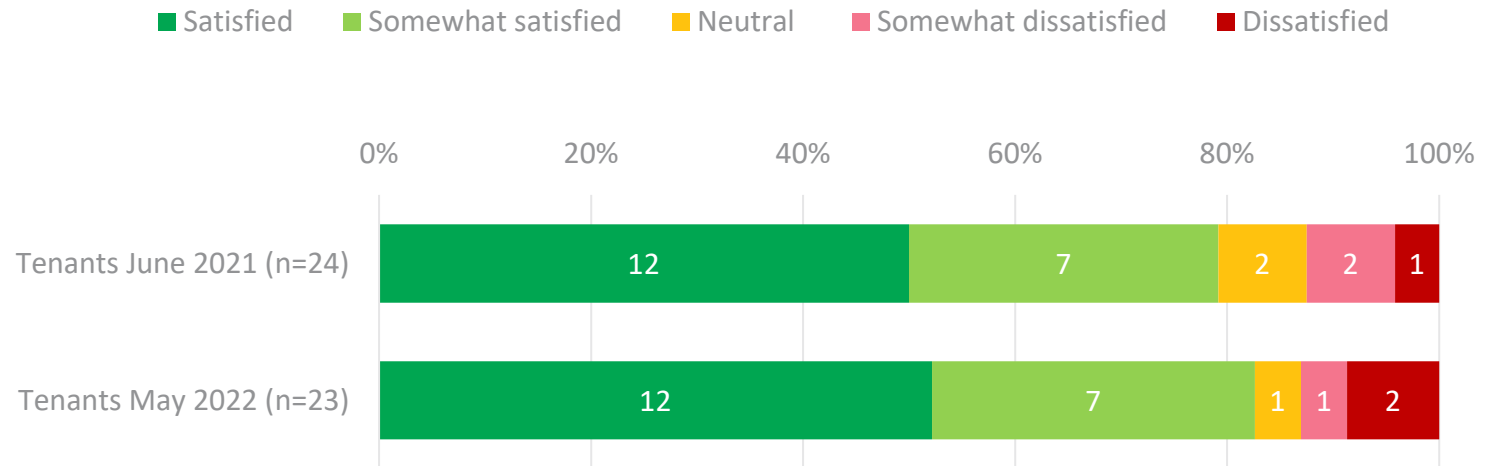
- Overall, the results from the surveys remain positive. While they present clear areas for improvement, they show a programme which shows promise and is setting itself up for success.
- Current tenants are overall **satisfied** with their apartment. This remains consistent from the 6 month check in.
- **Value for money** and **advocacy** have decreased since the 6 month check in. From the open comments tenants shared with us it appears that issues with maintenance (particularly heat/aircon, but also general maintenance) has impacted these.
- **Service delivery** from staff was rated highly by tenants. Although maintenance was an issue raised throughout the survey by tenants, satisfaction with how staff dealt with these was high.



# Detailed results

## Current tenants

## Q. Thinking about the last few months in your new home, overall how satisfied are you with your apartment?



Over three quarters of current tenants are satisfied with their new home. This is consistent with satisfaction from June 2021. Feedback from tenants who were satisfied highlighted the high quality building and staff as key reasons for this. However, there was some feedback around what could be improved to increase satisfaction, including heating/aircon issues, issues with lifts, stair access, as well as wanting more information and updates on maintenance.

Data from...

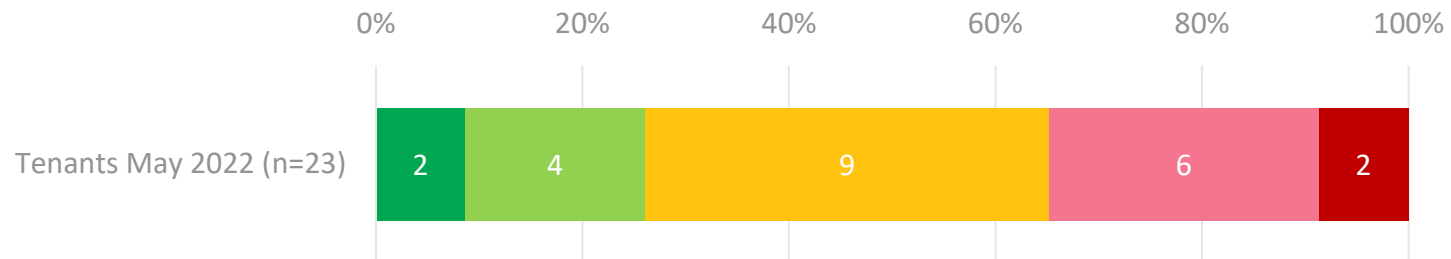
- Current tenants

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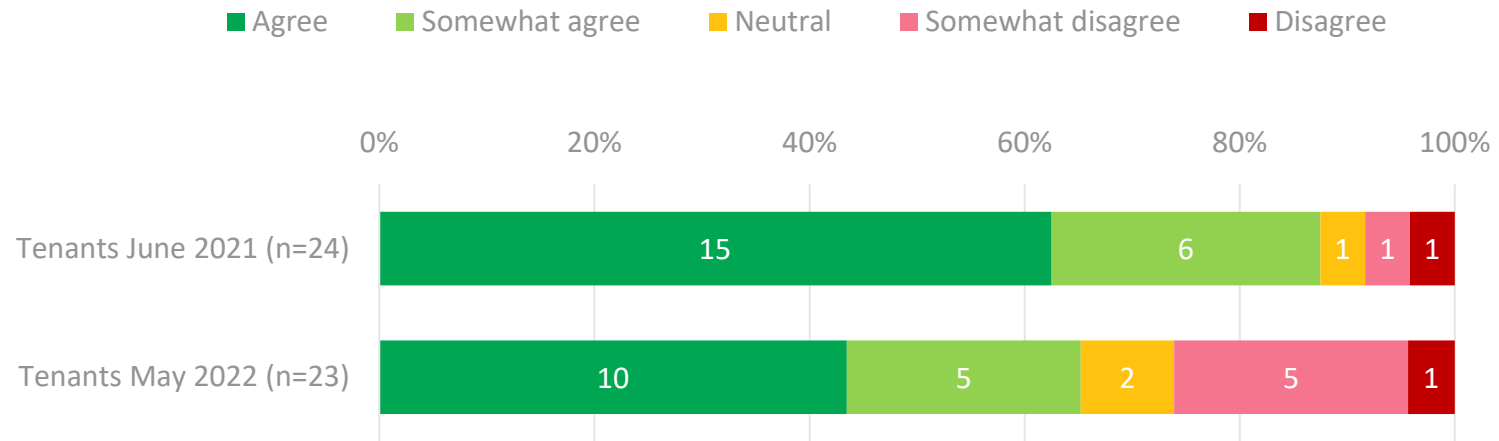
## Q. Since you moved in, has the level of satisfaction with your apartment changed? Would you say you are...

■ More satisfied ■ Somewhat more satisfied ■ About the same ■ Somewhat less satisfied ■ Less satisfied



Most tenants are as satisfied since they moved, and around a quarter are more satisfied. Feedback from those whose satisfaction decreased largely mentioned issues with heat and aircon installation, as well as a other maintenance issues, and issues with neighbours as to why their satisfaction has decreased.

## Q. “I would recommend Te Kāinga to a friend or family member”



Although the majority of tenants would still be likely to recommend Te Kāinga to a friend or family member, this has decreased since June 2021.

Only 10 tenants gave further information about their answer through an open comment box, with the majority of these comments citing heat/aircon issues or general maintenance delays as reason for their answer.

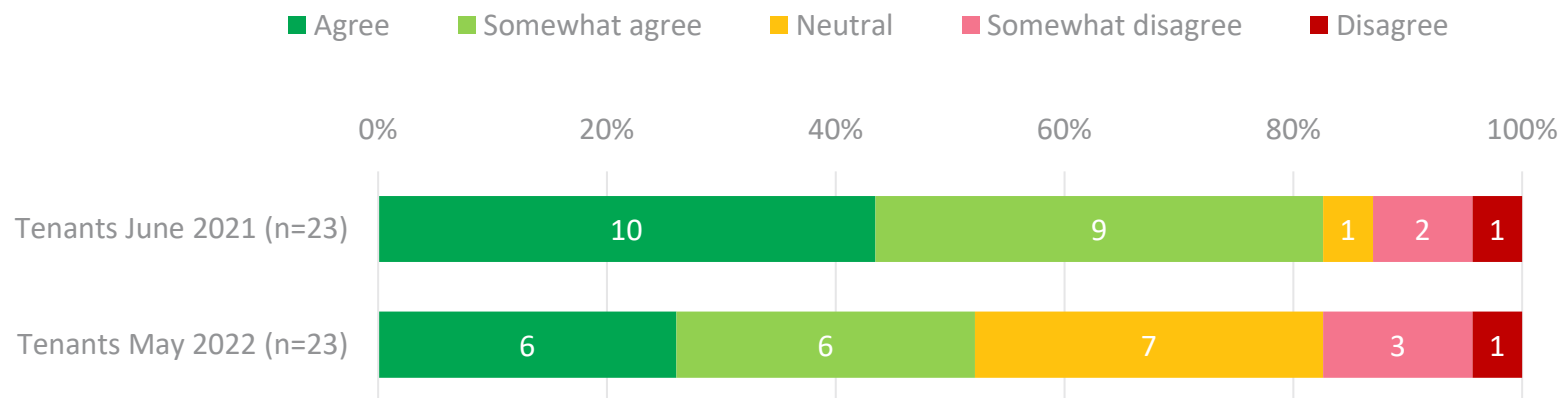
Data from...

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## Q. Do you agree or disagree that you get good value for money with your apartment?



Just over half (52%) believe Te Kāinga is good value for money. This has decreased since we last talked to tenants in June 2021. Although several tenants commented they believe they are still paying relatively good rent for the quality and location of their apartment, other tenants mentioned they found the rent expensive, particularly after the rent increase this year. Issues around delayed maintenance (including heat and aircon installation) was also mentioned.

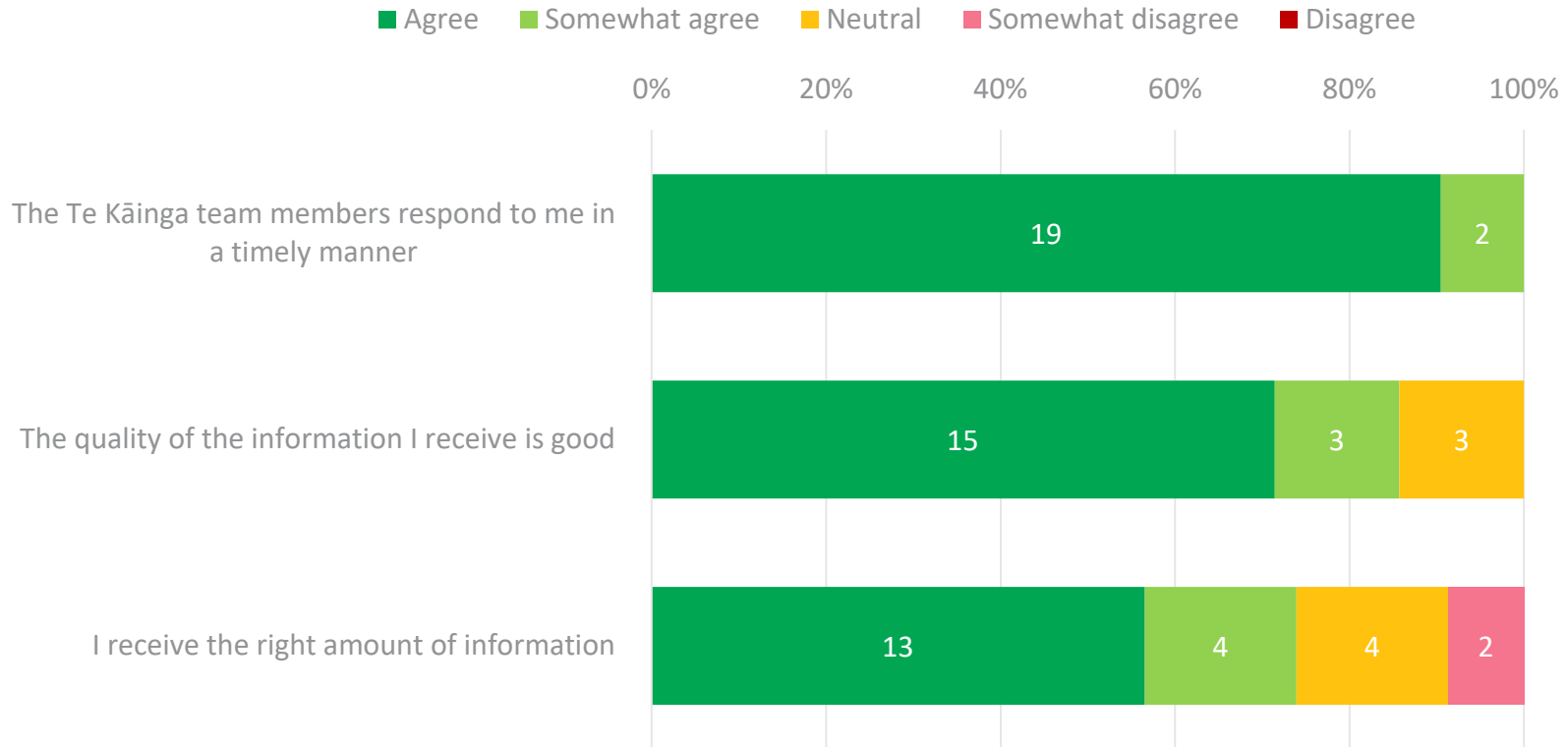
Data from...

- Current tenants

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## Q. Thinking about building wide communications received from the Te Kāinga team, how much do you agree or disagree with the following...



Overall, current tenants are very positive about the communications they receive from the Te Kāinga team. All tenants were satisfied that the Te Kāinga team responded to them in a timely manner, up from 57% when we talked to tenants last in June 2021.

Data from...

- Current tenants (n=21 - 23)

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Wellington City Council**

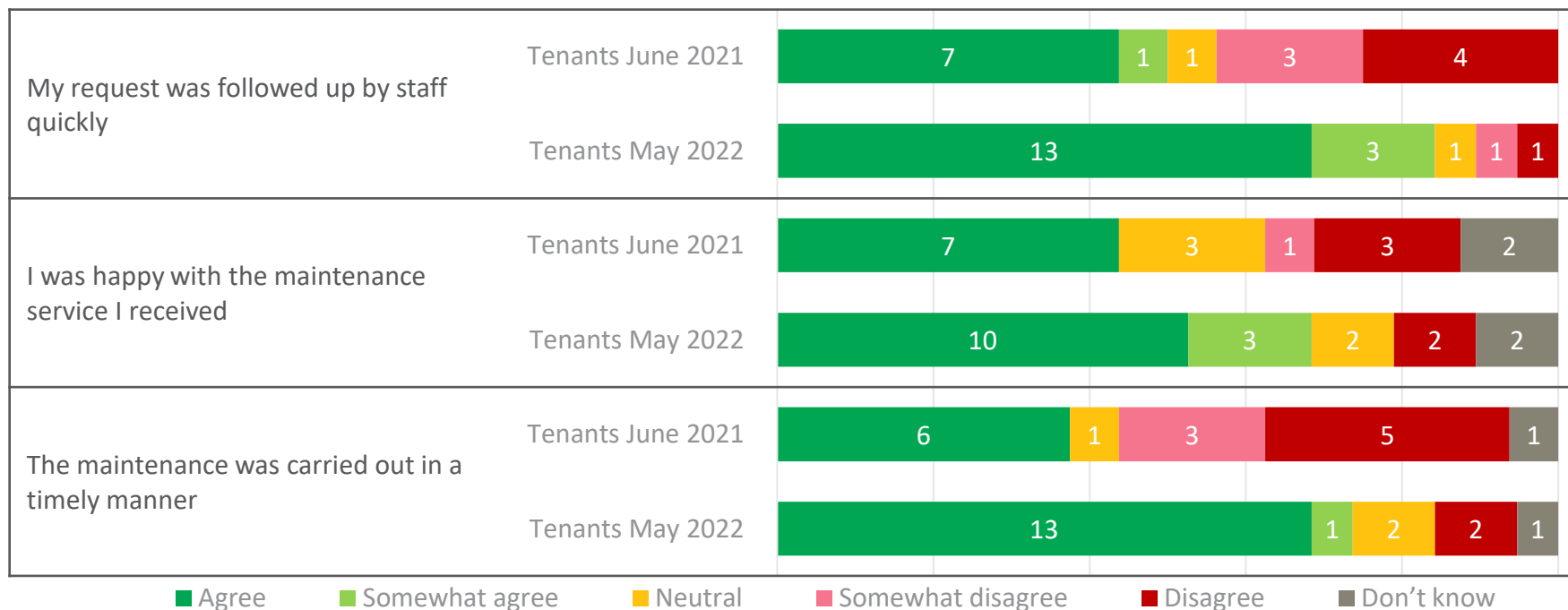
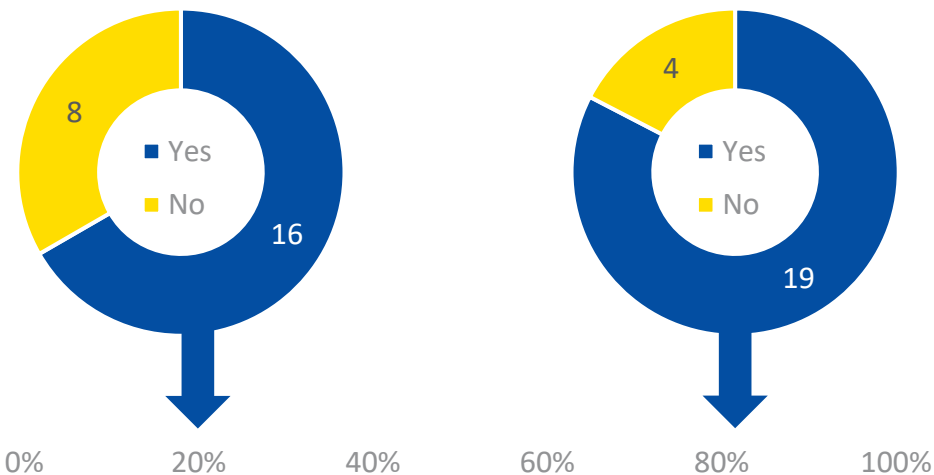
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## Q. Since moving in, have you logged a maintenance/repair job?

Tenants June 2021 (n=24)

Tenants May 2022 (n=23)

Although maintenance came up as an issue in the open comments of the survey, tenant satisfaction with how staff dealt with maintenance requests has shown a large increase since June 2021.



Data from...

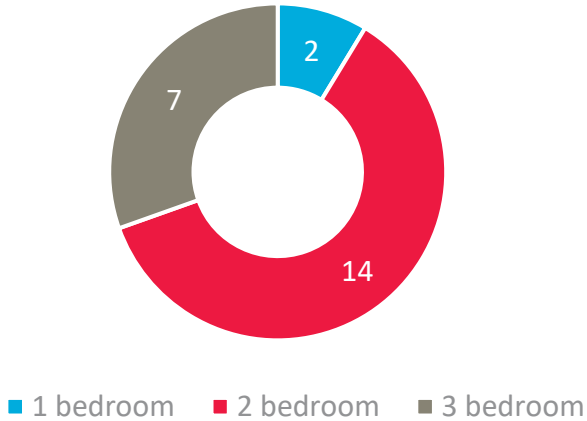
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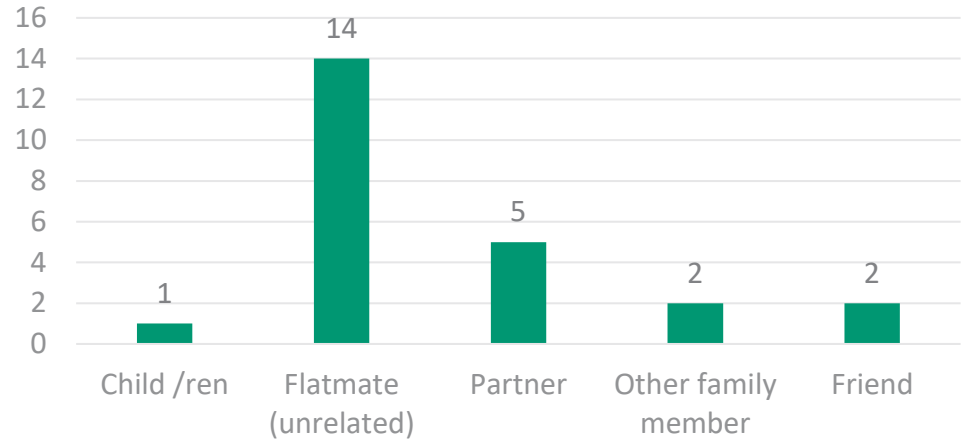
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# Demographics

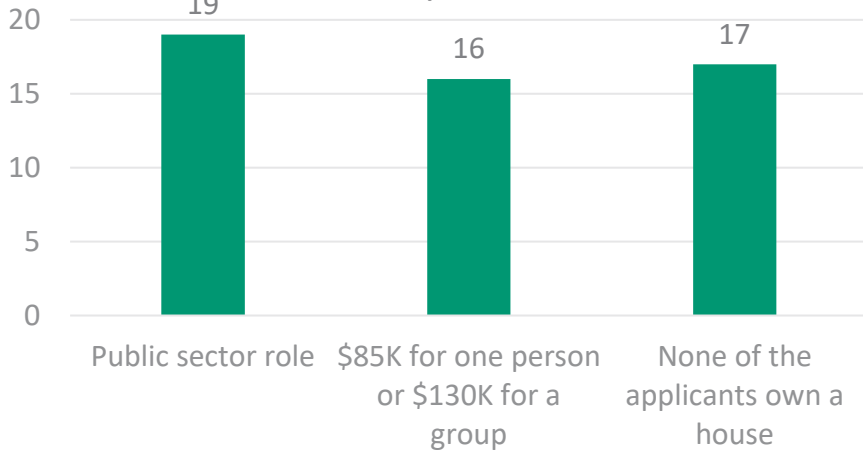
Q. What size apartment do you live in?



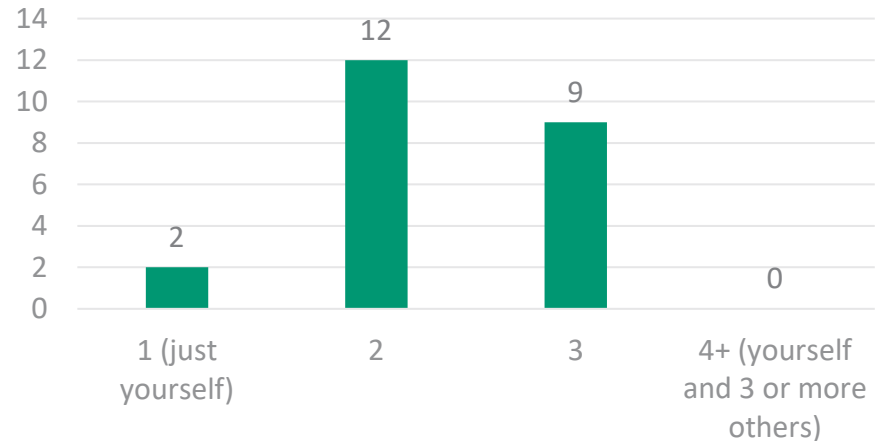
Q. What is the relationship between yourself and the other member/s of your household



Priority criteria\*



Q. How many people live in your apartment?



Data from...

- Current tenants (n=23)

\*note that these are self reported, and that data reviewed from tenancy contracts show no tenants own a house.

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke



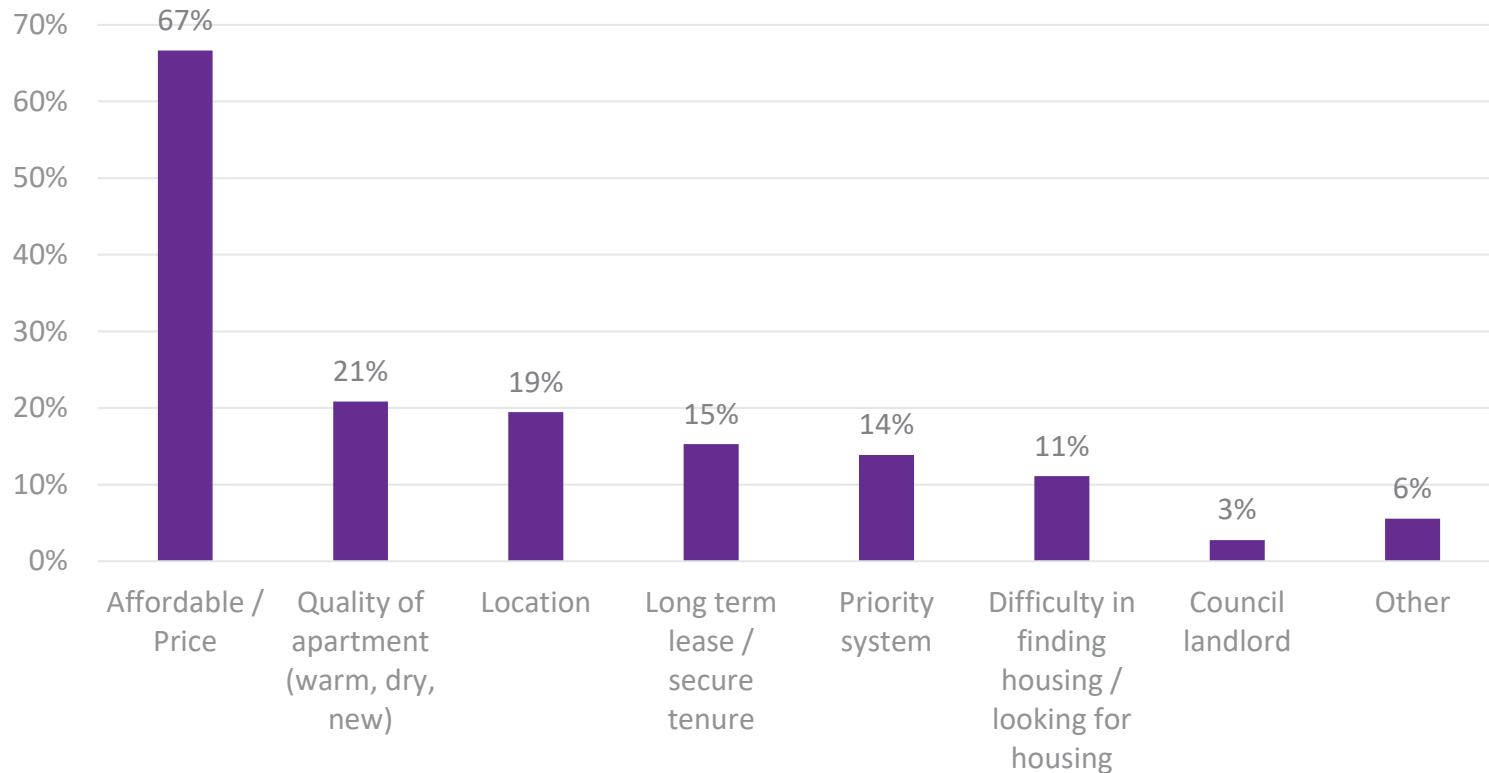
# Detailed results

## Mailing list

## Q. What attracted you to the Te Kāinga programme? (open question)

*"Affordable accommodation in the heart of Wellington! A warm dry new home! Security of tenure for a decent amount of time, no frequent moves due to landlords flipping homes to cash in their capital gain."*

*"I'm a public servant, I really want to make a difference however I find the costs of renting to be so high, it's just too much to pay to stay somewhere warm and dry."*



Affordability and quality of apartments were the two key attractors for to the programme for those on the mailing list.

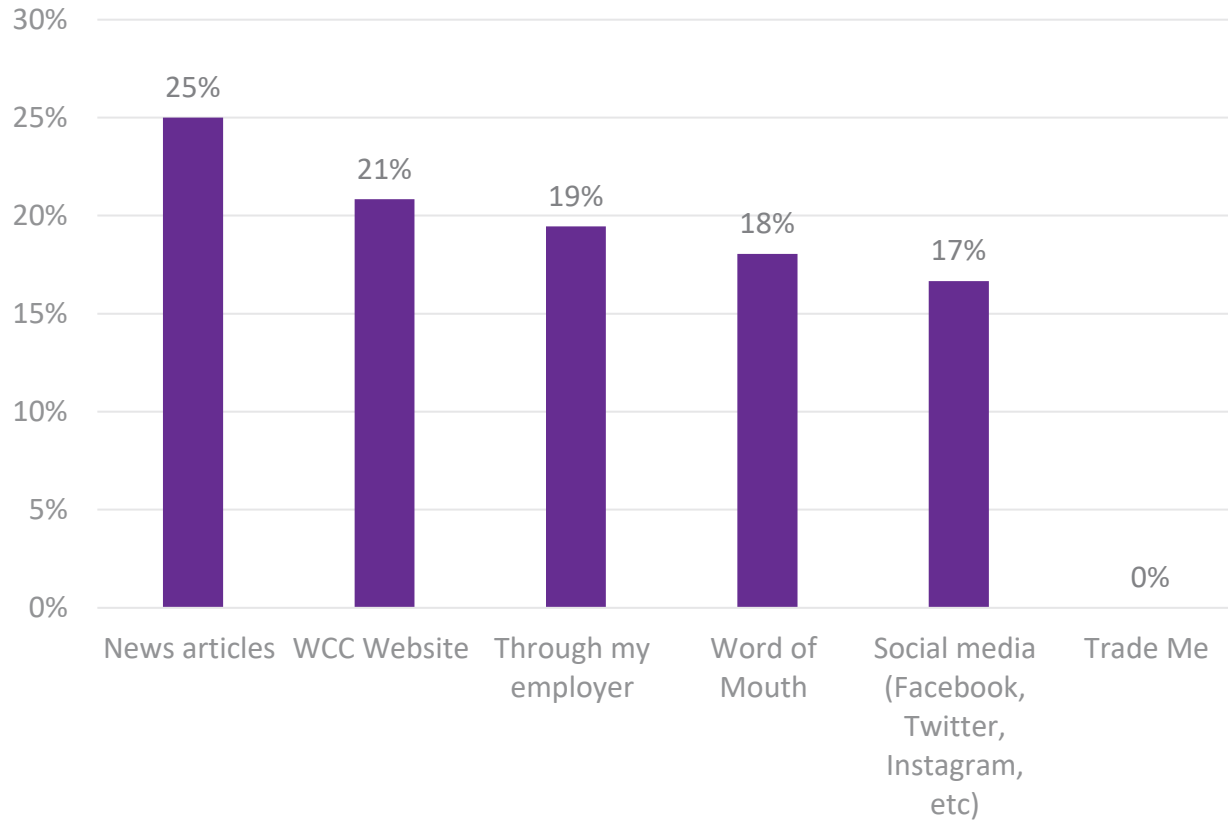
Data from...

- TK mailing list (n=72)

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

## Q. How did you first find out about the Te Kāinga programme?



News articles, the WCC website, and employers were the main channels through which the mailing list initially found out about Te Kāinga. Those who heard through their employer either worked for CCDBH or IRD.

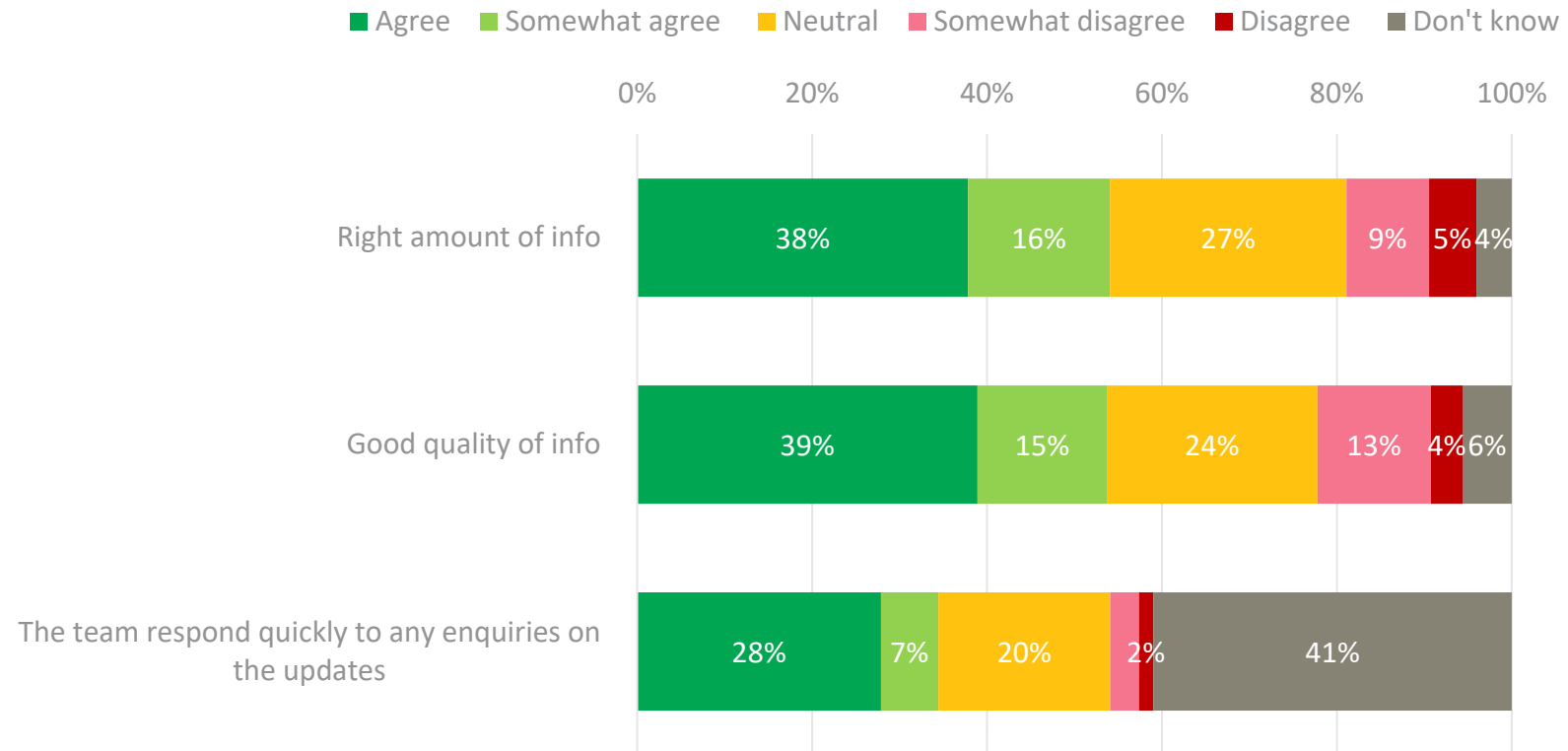
Data from...

- TK mailing list (n=72)

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

## Q. Thinking about the information we provide through the Te Kāinga mailing list, how much do you agree or disagree with the following...



Over half of the mailing list thought communications contained the right amount and good quality information. Most were unsure if the team responded to enquires quickly, as they had not reached out to the team yet.

Data from...

- TK mailing list (n=72)

**Absolutely Positively  
Wellington City Council**

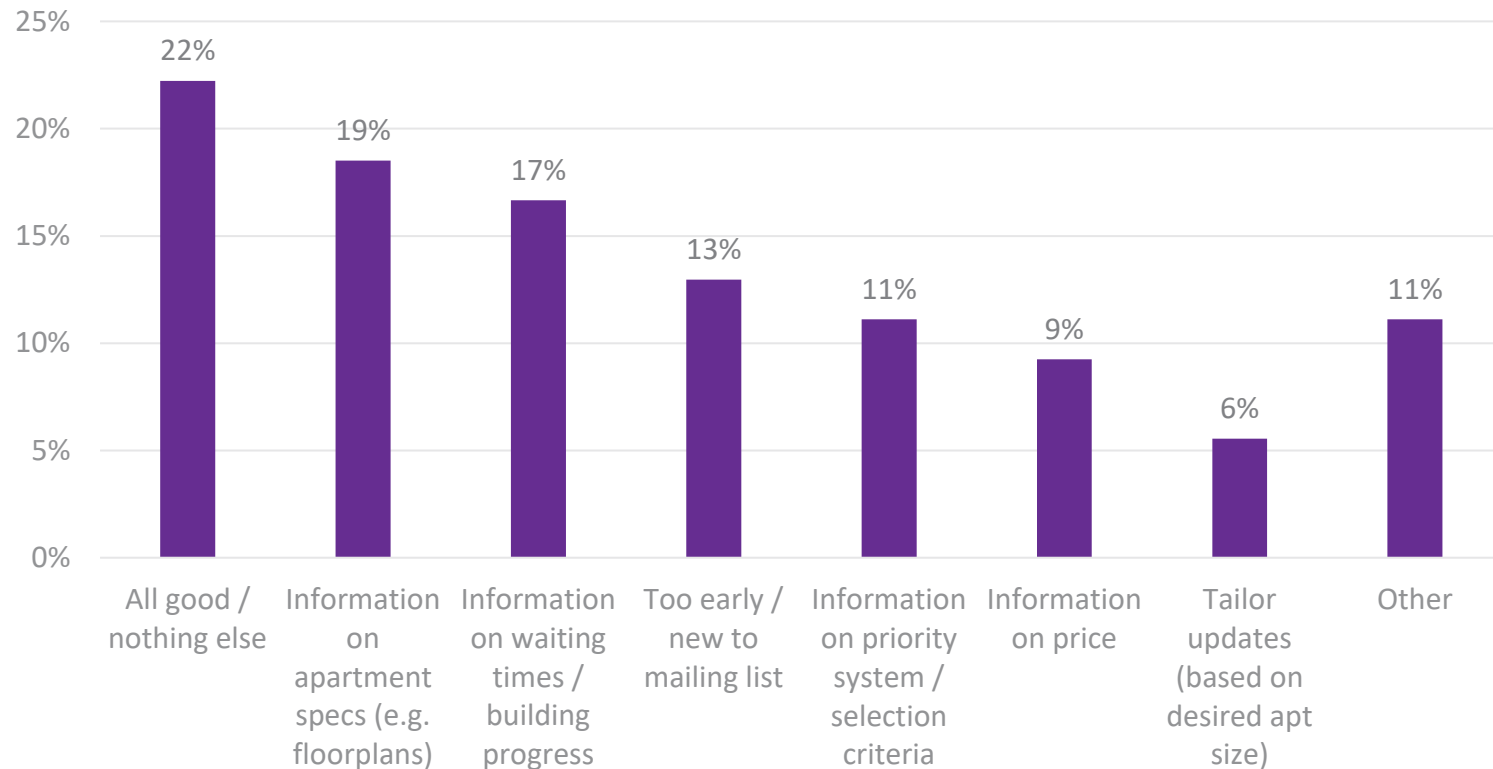
Me Heke Ki Pōneke

## Q. Think about your answers above, how could we improve the information that we provide through our email updates?

*“Would like if the units shown had significantly more photos available, so I can get a better understanding of whether the units being offered are suitable for me.”*

*“Floor plan with measurements would be useful please.”*

*“It would be wonderful to know more about the selection process. My partner and I are just waiting to apply for the next round, and hopefully we will be selected. As the March launch for the new apartments was delayed it would be great to know the date for the next opportunity.”*



Data from...

- TK mailing list (n=54)

**Absolutely Positively  
Wellington City Council**

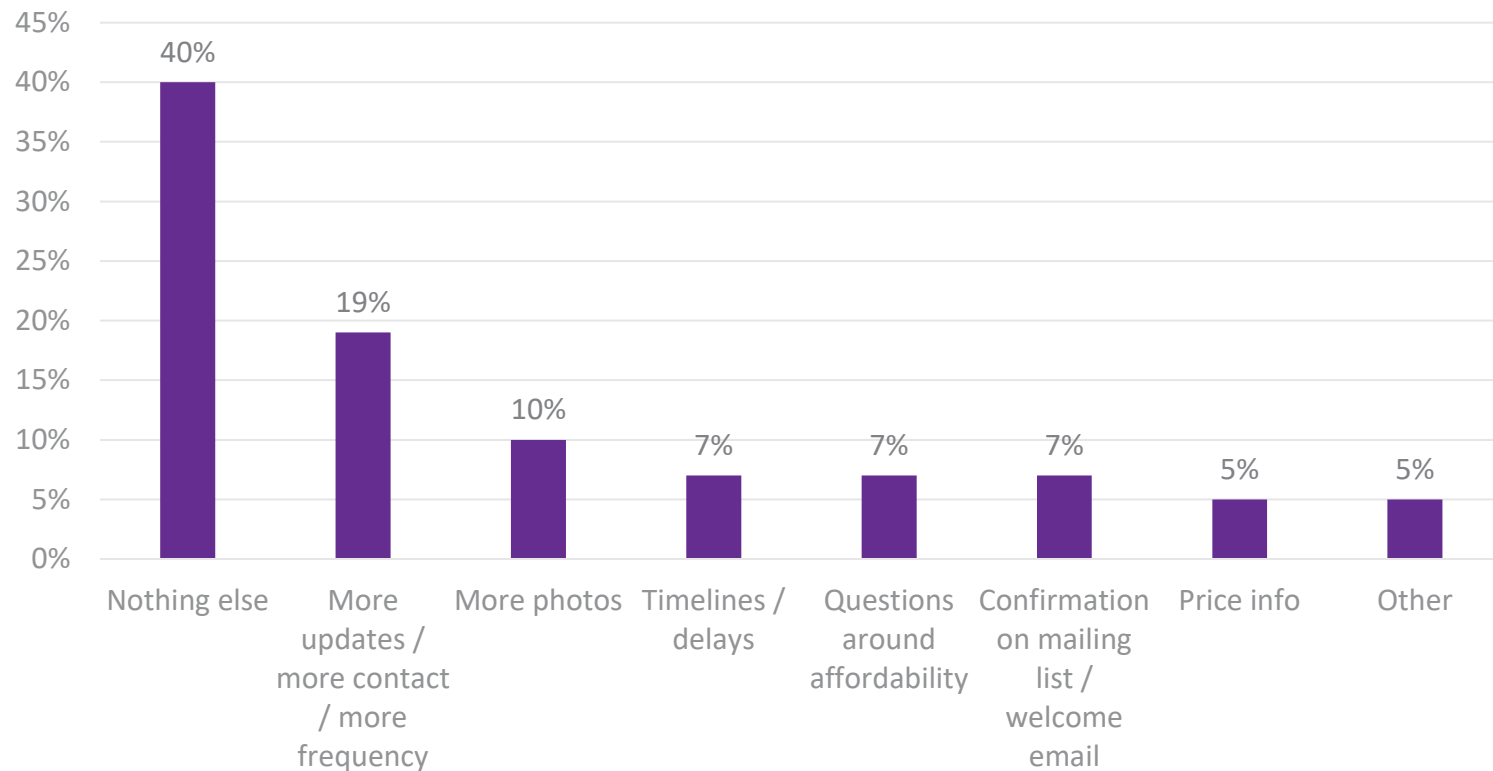
Me Heke Ki Pōneke

## Q. Do you have any other suggestions about how we can improve the updates we send to the mailing list?

*“Have more photos available in the emails or on the website”*

*“Looking forward to receiving information soon. : )”*

*“If there are delays, please let us know. My partner and I live in a cold house and the landlord may sell soon. It would be so wonderful to have an apartment that could feel like our home for a decent length of time.”*



Data from...

- TK mailing list (n=42)

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

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**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

## Harrison St redevelopment – May 2022

The redevelopment of this City Housing site in Brooklyn sees the development of nine new family townhouses for City Housing. These new homes will provide families with warm, dry, and safe accommodation right in the heart of Brooklyn.

The project began physical works in mid-2019 with demolition of the old earthquake prone building and site preparation works to make the most of the site, including significant retaining structures.

Now, in May 2022, the development is about halfway through construction with handover to City Housing for tenancing expected by the end of the year.



Image 1 – Architects impression of the completed development.



Image 2 – June 2019, midway through the demolition of the old earthquake prone building.





Image 3 – the new retaining wall at the north-west corner of the site. This significant structure allows maximum use of the site for housing.



Image 4 – concrete foundations for one of four blocks in the development.



Image 5 – shows one of the blocks midway through construction, view from the church site next to the site.



Image 6 – view from the entry to the site, all blocks will be weather tight in the next few weeks.

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## **GUIDELINES FOR STREET FURNITURE ADVERTISING**

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### **Kōrero taunaki | Summary of considerations**

#### **Purpose**

1. This report to Pūroro Āmua | Planning and Environment Committee asks the Committee to determine settings for street furniture advertising. This will provide a shift from the present method of managing advertising on street furniture (pedestrian refuges, bus stops, bike racks, etc.) from being managed through a single exclusive contractual arrangement to one that is determined under public policy settings.
2. This approach to managing advertising on street furniture will inform a new specification for future street furniture advertising contracts/arrangements. The current street furniture advertising contract is expiring in June 2023 and the provision and design of third-party owned and maintained street furniture beyond that date is to be determined after this paper.

#### **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**

In 1999, Wellington City Council signed a 23-year contract with Adshel (now oOh! Media) for a citywide street network exclusive right to advertise on street furniture. The current contract is due to expire on 15 June 2023 at latest.

#### **Significance**

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

Criteria that apply:

- Affects a limited number of individuals, to a low degree
- Has very little public interest
- Low consequence for Wellington City
- Low impact on the Council being able to perform its role
- Able to be reversed
- Is a strong logical step from a prior decision

#### **Financial considerations**

Nil      |       Budgetary provision in Annual Plan /       Unbudgeted \$X

| Long-term Plan |

3. The Council receives a portion of the total street furniture advertising revenue per year from operations in Wellington City. In recent years this has been over \$1 million per annum. The value of supplied and maintained infrastructure is at least \$2 million.
4. The LTP 2021-31 budget assumed the revenue stream continues and there are no additional operating or capital costs at the end of the current contract. If the contract is not renewed in some way, this will need to be considered in future annual plans and LTPs.

**Risk**

|  Low |  Medium |  High |  Extreme

4. The overall risk is medium as set out in paragraph **44** below. Negative medium risks include insufficient time to prepare for new tender, revenue loss if no providers respond to a tender and potentially reduced advertising revenue from socially responsible advertising. A positive risk or opportunity is to extend advertising to Mass Rapid Transit (MRT) stations as part of Let's Get Wellington Moving (LGWM) and generate additional revenue. The project also includes both positive and negative medium risk of proceeding with the non-exclusive street furniture advertising rights and engaging multiple suppliers (negative risk to be mitigated and opportunity to be enhanced).

Authors	Sandra Mandic, Principal Advisor Transport Strategy Joe Hewitt, City Insights Manager
Authoriser	Sean Audain, Manager Strategic Planning Liam Hodgetts, Chief Planning Officer

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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information.
- 2) Agree to continue with the street furniture advertising after the current contract expires.
- 3) Adopt the draft Guidelines for Street Furniture Advertising (Attachment 1) which defines what best practice looks like to assist with the future contract process.
- 4) Note that design from a city, sustainability and functionality perspective will be a key consideration in the subsequent specification stages and weighted accordingly in the evaluation of options.

## **Whakarāpopoto | Executive Summary**

5. This paper asks the Committee to shift from the present method of managing advertising on street furniture (pedestrian refuges, bus stops, bike racks, etc.) under an exclusive contractual arrangement to one that is determined by a public policy setting. This shift would allow for greater flexibility and diversity of suppliers, business models and solutions through the subsequent procurement processes.
6. This decision would enable the Council to have an agreed policy position ahead of the current street furniture advertising contract expiring in June 2023. These Guidelines for Street Furniture Advertising, if approved, will help inform the approach for future street furniture advertising after the current contract expires.
7. The benefits of providing direction for future street furniture advertising include: developing guidelines for street furniture advertising to guide decision making related to future contracts; creating specifications for the new street furniture advertising contract, if appropriate; ensuring a continued provision and maintenance of bus shelters and pedestrian shelters for a wide range of users without cost to rate payers; and ensuring a revenue to the Council in exchange for public space advertising rights.
8. As of January 2022, oOh! Media provides and maintains 150 bus shelters, 66 pedestrian shelters, a bike shelter, 26 free standing units and 27 wall mounts throughout Wellington City.
9. In exchange for advertising rights, the Council receives a proportion of advertising revenue from operations in Wellington City.
10. In Wellington City, many of the existing bus and pedestrian shelters are located on corridors that come under LGWM scope. In the current environment, private developments and public projects are resulting in a loss of sites for such shelters. The Council is experiencing an increasing difficulty providing sites of equal value to maintain the minimum site numbers required by the current contract because of site availability and acceptance of sites from an urban design perspective.
11. Letting the current contract expire leaves the Council with the option of purchasing and taking on the renewal and ongoing maintenance of the currently oOh! Media owned bus and pedestrian shelters at market value, estimated to be approximately \$0.8 million to \$1.6 million. Alternatively, the Council could request removal of those oOh! Media shelters at a cost of approximately \$0.9 million. Both options will lead to

an immediate loss of revenue and potentially reduced revenue in the short-term until a new contractor, if any, establishes themselves in the Wellington City market.

12. A tension exists regarding the provision of public space advertising on Wellington City streets. On one side, through the current contract, street furniture advertising provides bus shelters and pedestrian shelters infrastructure and maintenance at no cost to rate payers and is a source of revenue for the Council. On the other side, bus shelters and pedestrian shelters which have been designed to maximise advertising potential do not always provide a good experience for a variety of users.
13. When considering whether to continue with street furniture advertising, **the preferred option** is that the Council continues with street furniture advertising after the current contract expires in June 2023.
14. To minimise negative aspects of street furniture advertising and to align street furniture advertising with the Wellington City's vision, it is recommended that the Council adopts draft Guidelines for Street Furniture Advertising which will define what good and acceptable looks like.

### **Takenga mai | Background**

15. In 1999, the Council participated in the national tender/negotiation and signed the current contract for street furniture advertising with Adshel (now oOh! Media). The current contract expires on 15 June 2023 at latest.
16. The current depreciated cost of the oOh! Media bus shelters and pedestrian shelters has been estimated to be between \$0.8 million and \$1.6 million.
17. The Council receives a portion of total revenue per year from operations in Wellington City. This has been over \$1 million per annum in recent years.
18. The benefits of resolving the uncertainties related to future street furniture advertising in Wellington City include:
  - Developing guidelines for street furniture advertising to guide decision making related to future contracts.
  - Creating specifications for a new street furniture advertising contract, if appropriate.
  - Ensuring high quality design which is functional, sustainable and aesthetically integrated into the design of the city.
  - Ensuring a continued provision and maintenance of bus shelters and pedestrian shelters for a wide range of users without cost to rate payers.
  - Ensuring a revenue to the Council in exchange for public space advertising rights.
19. Although the Council's contract with oOh! Media has operated generally smoothly for over 20 years, some issues and complaints about the shelters were raised over the years which include:
  - Shelters being somewhat unfit for purpose with the current design of bus shelters being optimised for advertising but not providing a good experience for public transport users (e.g., bus shelters not providing adequate weather protection).
  - Shelters being an obstacle for low vision/blind people and creating safety risks for pedestrians as they are mostly placed strategically to be visible to pedestrians, which can narrow the footpath.
  - Shelters create clutter, distract from the quality of buildings/streetscape and cause Crime Prevention Through Environmental Design (CPTED) issues. From urban design perspective, free standing units (especially in bus exchange areas) are of a particular concern from accessibility standpoint and safety. In high crime

areas and entertainment precincts, street furniture such as bus shelters create safety concerns related to hiding points, hygiene and presence of intoxicated people who cannot be easily seen. In some areas of the city, bus shelters represent a threat to birds (i.e., issues related to bird strikes).

### **Kōrerorero | Discussion**

20. A tension exists regarding the provision of street furniture advertising on Wellington City streets. On one hand, through the current contract, street furniture advertising provides bus shelters and pedestrian shelters infrastructure and maintenance at no cost to rate payers and is a source of revenue for the Council. On the other hand, bus shelters and pedestrian shelters which have been designed to maximise advertising potential do not always provide a good user experience on public transport network and city streets, may contribute to clutter, and may create accessibility and safety issues.
21. The proposed principles and objectives for street furniture advertising outlined in this report and the Draft Guidelines for Street Furniture Advertising (Attachment 1) have been developed in consultation with relevant officers within the Council with expertise in transport strategy, urban design, policy development and accessibility and were informed by insights from officers from six other city councils in New Zealand who were involved in street furniture advertising in their cities as well as a discussion with GWRC.
22. If the Council decides to continue with street furniture advertising, it is recommended that such advertising should follow the proposed policy **principles**:
  - **Principle 1:** Require fit for purpose infrastructure for weather protection to ensure good users' experience in public spaces and on the public transport network.
  - **Principle 2:** To ensure users' safety, shelters' locations and design is compatible with the Crime Prevention Through Environmental Design (CPTED) principles.
  - **Principle 3:** Allow only socially responsible advertising on street furniture.
  - **Principle 4:** Preserve the city identity by strategic placements of advertising in public space (i.e., general appearance of the streets; preventing visual clutter; to what extent does the Council wants to commercialise the city; also preventing physical clutter on footpaths).
  - **Principle 5:** The placement of bus shelters and pedestrian shelters must comply with minimum width guidelines for the continuous accessible path of travel, ensure alignment with other street furniture, allow access to parking (particularly mobility parking) and provide sufficient footpath space for two wheelchairs to pass each other.
  - **Principle 6:** To ensure safety and accessibility of pedestrians who are blind or have low vision, bus shelters and pedestrian shelters must not block the continuous path of travel, must not be placed along the building edge and must not be placed in conflict with/blocking the use of tactile ground surface indicators.
  - **Principle 7:** To ensure safety of pedestrians with epilepsy, migraines, low vision and similar disabilities, advertisements displayed on bus shelters and pedestrian shelters must not flicker, flash, or change rapidly.
23. If the Council decides to continue with street furniture advertising, the following proposed **objectives** should apply:
  - **Objective 1:** Provide high-quality street furniture and public amenity for a wide range of users (including pedestrians, cyclists, micromobility, and public transport users) throughout Wellington City.

- **Objective 2:** Ensure a balance of the advertising in public spaces throughout Wellington City to preserve the city identity, prevent visual clutter and ensure accessibility and safety.
  - **Objective 3:** Attract street furniture provider(s) who provide well designed and fit-for-purpose street furniture and pay for the infrastructure and its maintenance and renewal.
  - **Objective 4:** Ensure that the Council receives a fair proportion of the revenue in exchange for allowing third party advertising in public space.
24. To ensure socially responsible advertising on street furniture, it is recommended that the draft Guidelines for Street Furniture Advertising are adopted (Attachment 1). The Guidelines are based on the exclusion of advertising categories listed in the Metlink Advertising Policy (2020) developed by GWRC which include the following broad categories (for details see Attachment 1, table 1): a) any advertising that breaches the Codes of Practice set by the Advertising Standards Authority and/or any applicable New Zealand laws and regulations; b) all products which are categorised High Fat, Salt and Sugar (HFSS); c) products considered harmful to the environment; d) political advertising; e) faith-based advertising; f) weaponry; g) gambling; h) alcohol; and i) some event-based advertising.
25. In scope of the Guidelines for Street Furniture Advertising are street furniture (including but not limited to bus shelters, pedestrian shelters, bicycle shelters, free standing units, wall mounts and other types of street furniture) and commercial third-party and digital signs placed on the street furniture.
26. Out of scope activities include all activities covered by the Trading and Events in Public Places Policy (2022), including sandwich boards.
27. In January 2022, the officers conducted an audit of 150 bus shelters and 48 pedestrian shelters in Wellington City. A summary of audit findings is presented in Attachment 2. Overall, most bus shelters and pedestrian shelters had a very good appeal, met size requirements, maximised a barrier-free space with pedestrian corridor width of equal to or greater than 1.5 metres, and did not impact the sightlines of oncoming traffic, traffic from driveways, side roads, pedestrians, and cyclists. The audit showed less than 6 percent of bus shelters provided poor weather protection from the sun, rain and wind. Rating of compatibility of shelters with the CPTED varied. Most bus shelters (99%) and all pedestrian shelters had potential to green their roofs.

### **Kōwhiringa | Options**

28. After the current oOh! Media contract expires, the Council has two options:
- continue with street furniture advertising (currently earning over \$1.0 million per year); or
  - stop street furniture advertising with the Council forgoing income of \$1.0 million per annum and either:
    - purchasing and maintaining the shelters (estimated cost between \$0.8 million and \$1.6 million for purchase plus ongoing maintenance cost); or
    - requiring the shelters to be removed (estimated cost approximately \$0.9 million).
29. **Option #1: Continue** with street furniture advertising.



- Benefits include: bus shelter and pedestrian shelter infrastructure provided; infrastructure and maintenance funded by advertising revenue at no cost to rate payers; and Council receives income paid from the advertising benefits helping keep rates down. Over a period of 20 years, assuming a similar number of shelters are supplied and maintained, and a similar level of revenue is achieved, the net present value of the activity using a 4 percent discount rate is approximately \$31 million (Table 1).

Table 1. Net present value estimate

Item	Value
Shelters	\$6 million
Maintenance	\$12 million
Revenue share	\$13 million
<b>Total value</b>	<b>\$31 million</b>

- Disbenefits include: lack of flexibility to allow other contractors/advertising options if the exclusivity of street space advertising which exists in the current contract remains; existing concerns about bus shelters and pedestrian shelters remaining (inadequate user experience, poor weather protection, accessibility and safety issues and bird strike risks); and city residents' exposure to street furniture advertising that is not socially responsible. All these disbenefits can be addressed to some extent with a new contract specification.

**30. Option #2: Stop street furniture advertising.**

- Benefits include removal of physical and visual clutter from city streets and relieving some issues related to accessibility, safety and threat to birds caused by current bus shelters and pedestrian shelters in specific locations of the city.
- Disbenefits include: immediate loss of revenue at the end of the contract; risk of immediate loss of revenue if oOh! Media chooses to stop investing into existing infrastructure after being notified that the Council will not continue with street furniture advertising; loss of revenue in the long term; cost of purchasing existing oOh! Media infrastructure and taking on maintenance after the current contract expires (if the Council chooses this option; estimated cost between \$0.8 million and \$1.6 million); disruption to users caused by removal of bus shelters and pedestrian shelters at the end of the current contract (if the Council chooses this option; estimated cost approximately \$0.9 million).

**Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

31. The recommended guidelines for street furniture advertising are aligned with the following:

- Council documents: Public Places Bylaw (2018); Draft Wellington City District Plan (2021) rules and standards for bus shelters, third-party and digital signs; Trading and Events in Public Places Policy (2022); and Accessible Wellington: The Accessible Journey Action Plan (2019).
- National, regional and local policies, guidance and action plans: Advertising Standards Code 2018 and Alcohol Advertising and Promotion Code 2020 (Advertising Standards Authority); Metlink Advertising Policy 2020 (Metlink, Wellington Regional Council); Advertising Policy 2021 (Auckland Transport); and

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NZ Public Transport Design Guidance: Bus Stop Design (Draft as of 30 November 2021) (Waka Kotahi New Zealand Transport Agency).

### **Engagement and Consultation**

32. In November 2021, officers consulted with GWRC officers within the Metlink team to obtain their perspective on the current street advertising in Wellington City. The insights gained through that consultation have been incorporated in this report and draft Guidelines for Street Furniture Advertising.
33. During the November-December 2021 period, officers spoke with officers from six other NZ city councils (Auckland Transport, Christchurch, Hamilton, Hutt, Rotorua, Tauranga) to learn about their experiences and lessons learned from their street advertising contracts. The insights gained through that process have been incorporate into this report.
34. According to the Council's Significance and Engagement Policy, this project has a low significance. This project meets the following criteria: affects a limited number of individuals, to a low degree; as very little public interest; low consequence for Wellington City; low impact on the Council being able to perform its role; able to be reversed; is a strong logical step from a prior decision.
35. The Draft Guidelines for Street Furniture Advertising complement the Trading and Events in Public Spaces Policy (2022) and are aligned with the Draft Wellington District Plan (2021). Public feedback that informed the accessibility guidelines of the Trading and Events in Public Spaces Policy (2020) has been incorporated into the Draft Guidelines for Street Furniture Advertising.
36. Given the recent relevant public consultations already conducted by the Council and the low significance of this project according to the Council's Significance and Engagement Policy, no public engagement has been planned for this project.

### **Implications for Māori**

37. There are no known implications for Iwi.

### **Financial implications**

38. The Council's decision to continue or not continue with street furniture advertising after the current oOh! Media contract ends in June 2023 has financial implications but not in the current financial year.
39. If the Council decides **not** to continue with street furniture advertising, the Council would have an immediate loss of revenue (opex) at the end of the contract as well as the loss of income from advertising revenue in the long term (currently over \$1.0 million per year). Termination costs (opex or capex) of \$0.8 to \$1.6 million would also need to be budgeted for in the 2022/23 financial year. Ongoing maintenance costs (opex) would also need to be provided for.
40. If the Council decides to continue with street furniture advertising, and a new contract is entered into, the financial benefits and costs maybe more or less than under the current contract. However, market soundings suggest a competitive market exists so the risk of realising poor financial returns seems low.

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41. Currently there is no budget set aside in Transport & Infrastructure for the tendering and procurement process for street furniture advertising contract. Any costs would need to be off set against the revenue budget line and explained as appropriate.

### **Legal considerations**

42. There are no specific legislations or regulations that apply if Council decides to continue or not continue with street furniture advertising after the current contract ends.
43. If the Council decides to continue with a street furniture advertising contract, a procurement process in accordance with the Council's policy will be followed.

### **Risks and mitigations**

44. Overall, the street furniture advertising guidelines development and, if appropriate, future contract are rated medium risk on the Council's risk framework. Negative medium risks include insufficient time to prepare for new tender (risk to be avoided), revenue loss if no providers respond to a tender (risk to be mitigated) and potentially reduced advertising revenue from socially responsible advertising (risk to be accepted). A positive risk or opportunity is to extend advertising to Mass Rapid Transit (MRT) stations as part of Let's Get Wellington Moving (LGWM) and generate additional revenue (opportunity to be exploited). The project also includes both positive and negative medium risk of proceeding with the non-exclusive street furniture advertising rights and engaging multiple suppliers (negative risk to be mitigated and opportunity to be enhanced).

### **Disability and accessibility impact**

45. Some of the complaints and issues raised about the current oOh! Media bus shelters and pedestrian shelters were related to accessibility and disability issues including: shelters being mostly placed strategically to be visible to pedestrians and passing traffic, which can narrow down a footpath, create a bottleneck or generally make walking harder; in some locations, shelters are not aligned with other street furniture and in others they block access to parking; shelters can be an obstacle for low vision/blind people; from an urban design perspective, free standing units are of a particular concern from accessibility standpoint at some busier bus stops; and flickering, flashing or fast changing advertisements displayed on bus shelters and pedestrian shelters represent an issue for pedestrians with epilepsy, migraines, low vision and similar disabilities.
46. To address disability and accessibility concerns of street furniture, principles 6, 7 and 8 have been included in the proposed Guidelines for Street Furniture Advertising.
47. To ensure positive impact related to accessibility, objective 2 outlined in the proposed Guidelines for Street Furniture Advertising refers to ensuring accessibility.

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

48. Although there are no significant greenhouse gas emission implications from this proposal, the provision of pedestrian shelters and public transport shelters would be consistent with supporting walking and public transport.

### **Communications Plan**

49. The Council's decision about Guidelines for Street Furniture Advertising and, if appropriate, new tender for street furniture advertising in the Wellington City will be

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shared as a press release following the decision(s) of the Pūroro Āmua - Planning and Environment Committee.

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

50. Some of the complaints and issues raised related to oOh! Media bus shelters and pedestrian shelters were related to health and safety including being an obstacle for low vision/blind people and safety concerns related to hiding points, hygiene and presence of intoxicated people who cannot be easily seen.
51. To address healthy and safety concerns related to bus shelters and pedestrian shelters, the following four principles 2, 5, 6 and 7 have been included in the proposed Guidelines for Street Furniture Advertising in Wellington City.
52. Objective 2 outlined in the proposed Guidelines for Street Furniture Advertising refers to ensuring positive impact on health and safety for city residents.

### **Ngā mahinga e whai ake nei | Next actions**

53. If Council decides to continue with street furniture advertising and adopts the proposed draft Guidelines for Street Furniture Advertising outlined in this report, then the next steps include: creating a new contract specification which includes new design requirements (for example, for green roofs, bird strike mitigation, etc.), developing a tender document, tendering and evaluating proposals.

### **Attachments**

- |               |   |
|---------------|---|
| Attachment 1. | Draft Guidelines for Street Furniture Advertising                                     |
| Attachment 2. | Audit of Bus Shelters and Pedestrian Shelters in Wellington City: Summary of Findings |

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Attachment 1

**Guidelines for Street Furniture Advertising – DRAFT**

**1. Purpose**

The purpose of the Guidelines for Street Furniture Advertising is to define what good and acceptable looks like for street furniture advertising in Wellington City.

**2. Background**

These guidelines have been developed to guide decision making related to future public space advertising contracts, including creation of specifications for future contracts.

Guidelines for Street Furniture Advertising are aligned with the Wellington City Council's Public Places Bylaw (2018), Trading and Events in Public Places Policy (2022) and Draft Wellington City District Plan (2021) rules and standards for bus shelters, third-party signs and digital signs.

The principles of the Guidelines for Street Furniture Advertising are also consistent with the following national, regional and local policies, guidance and action plans:

- Advertising Standards Code 2018 (Advertising Standards Authority)
- Alcohol Advertising and Promotion Code 2020 (Advertising Standards Authority)
- Metlink Advertising Policy 2020 (Metlink, Greater Wellington Regional Council)
- Advertising Policy 2021 (Auckland Transport)
- NZ Public Transport Design Guidance: Bus Stop Design (Waka Kotahi New Zealand Transport Agency)
- Accessible Wellington: The Accessible Journey Action Plan (Wellington City Council; June 2019)

These guidelines are based on principles and objectives outlined below. The guidelines also include specific details on what advertising is acceptable on street furniture.

**3. Principles**

The street furniture advertising in Wellington City should be based on the following principles:

1. Require fit for purpose infrastructure for weather protection to ensure good users' experience in public spaces and on the public transport network.
2. To ensure users' safety, shelters' locations and design is compatible with the Crime Prevention Through Environmental Design (CPTED) principles.
3. Allow only socially responsible advertising on street furniture.
4. Preserve the city identity by strategic placements of advertising in public space (i.e., general appearance of the streets; preventing visual clutter; to what extent does the Council wants to commercialise the city; also preventing physical clutter on footpaths).
5. The placement of bus shelters and pedestrian shelters must comply with minimum width guidelines for the continuous accessible path of travel, ensure alignment with other street furniture, allow access to parking (particularly mobility parking) and provide sufficient footpath space for two wheelchairs to pass each other.

6. To ensure safety and accessibility of pedestrians who are blind or have low vision, bus shelters and pedestrian shelters must not block the continuous path of travel, must not be placed along the building edge and must not be placed in conflict with/blocking the use of tactile ground surface indicators.
7. To ensure safety of pedestrians with epilepsy, migraines, low vision and similar disabilities, advertisements displayed on bus shelters and pedestrian shelters must not flicker, flash, or change rapidly.

#### **4. Objectives**

The objectives for street furniture advertising in Wellington City should be the following:

1. Provide high-quality street furniture and public amenity for a wide range of users (including pedestrians, cyclists, micromobility, and public transport users) throughout Wellington City.
2. Ensure a balance of the advertising in public spaces throughout Wellington City to preserve the city identity, prevent visual clutter and ensure accessibility and safety.
3. Attract street furniture provider(s) who provide fit-for-purpose street furniture and pay for the infrastructure and its maintenance and renewal.
4. Ensure that the Council receives a fair proportion of the revenue in exchange for allowing third party advertising in public space.

#### **5. Categories of Advertising Considered for Exclusion**

Wellington City Council is committed to ensuring that street furniture advertising is socially responsible and adheres to all Codes of Practice by the Advertising Standards Authority and all applicable New Zealand laws and regulations.

Considering the alignment with the Wellington City Council's value, this policy identifies products and services which Wellington City Council will exclude or have the power to exclude from advertising on street furniture in Wellington City. Those advertising categories are listed in Table 1.

**Table 1.** Categories of advertising considered for exclusion in Wellington City Council Draft Guidelines for Street Furniture Advertising (adopted from Metlink Advertising Policy 2020)

<b>Categories of advertising considered for exclusion</b>	<b>Exclusion Policy</b>
<b>Advertising Standards Authority Codes of Practice</b>	Any advertising that breaches the Codes of Practice set by the Advertising Standards Authority and/or any applicable New Zealand laws and regulations, including that which is considered not to demonstrate due attention to social responsibility as outlined in Principle 1 ASA Codes of Practice is <b>excluded</b> .
<b>Occasional food and beverages (HFSS)</b>	All products which are categorised High Fat, Salt & Sugar (HFSS) by the New Zealand Government under the National Nutritional Guidelines are <b>excluded</b> .
<b>Products considered harmful to the environment</b>	Products and or their packaging that are considered by Wellington City Council to significantly harm the environment and conservation efforts are <b>excluded</b> .
<b>Political advertising</b>	All advertising by political parties, groups and individuals for political campaigning and electioneering are <b>excluded</b> .
<b>Faith-based advertising</b>	All advertising by faith-based organisations, groups and individuals for promotion of their message or ideology are <b>excluded</b> . This does not include advertising under faith-based charitable causes.
<b>Faith-based charitable causes</b>	Advertising may be permitted, at Wellington City Council <b>officer discretion</b> , to advertise charitable causes, promotions or activities and events where the intent is to fulfil a charitable purpose other than the promotion of faith.
<b>Weaponry</b>	All advertising for the sale and/or supply of firearms, projectiles, bladed instruments, and military-style equipment and/or clothing associated with these products are <b>excluded</b> .
<b>The placement of weaponry in entertainment advertising</b>	All advertising of entertainment products that depict the use or display of firearms are <b>excluded</b> . Government sponsored or endorsed events or commemorations-based advertising which feature historical images featuring firearms is not covered under this exclusion.
<b>The placement of weaponry in advertising by New Zealand Defence Force and New Zealand Police</b>	Any advertising by New Zealand Defence Force or New Zealand Police featuring depictions of firearms may be permitted, at Wellington City Council <b>officer discretion</b> , where that depiction is pursuant of their statutory and constitutional roles, and/or for the purposes of recruitment to those services.
<b>Gambling</b>	All advertising of gambling as covered under the Gambling Act 2003 including lotteries is <b>excluded</b> . Event-based advertising is not covered under this exclusion.

<b>Alcohol</b>	<p>All advertising of alcoholic beverages that is not in keeping with Principle 3 of the ASA Code for Advertising and Promotion of Alcohol shall be <b>excluded</b>.</p> <p>Event-based advertising is not covered under this exclusion.</p>
<b>Event-based advertising</b>	<p>Event-based advertising may be permitted at Wellington City Council <b>officer discretion</b> where:</p> <ul style="list-style-type: none"> <li>• An alcohol brand may be a sponsor or co-sponsor of the event</li> <li>• The event involves the safe and responsible consumption of alcohol in a controlled environment</li> <li>• A sporting or community event that may involve gambling under the Racing Act 2020</li> <li>• The event or commemoration is sponsored or endorsed by the New Zealand Government and features contemporary or historical images featuring firearms use by the legitimate Armed Forces of New Zealand and its defence allies and partners.</li> </ul>

## **6. Process for Agreeing on the Advertising Content**

The Manager Transport and Infrastructure has delegated authority to accept or reject advertising content on behalf of the Council.

## **7. Breaches of Guidelines**

Any breaches of these guidelines will be dealt with under the provisions of the new street furniture advertising contracts, if any.



Attachment 2

**Audit of Bus Shelters and Pedestrian Shelters in Wellington City: Summary of Findings**

In January 2022, the officers conducted an audit of bus shelters and pedestrian shelters in Wellington City. Summary of audit findings based on 150 bus shelters and 48 pedestrian shelters are summarised in this document.

- Overall, most bus shelters and pedestrian shelters had a very good appeal, met size requirements, maximised a barrier-free space with pedestrian corridor width of equal to or greater than 1.5 metres, and did not impact the sightlines of oncoming traffic, traffic from driveways, side roads, pedestrians, and cyclists.
- Bus shelters also provided wayfinding information and very good quality seating.
- Less than 6 percent of bus shelters provided poor weather protection from the sun, rain and wind and 23 percent of pedestrian shelters provided poor protection from the wind.
- Rating of compatibility of shelters with the CPTED (Crime Prevention Through Environmental Design) varied and was highest for location and clear sight lines, somewhat lower for passive surveillance and lowest for provision of lighting.
- Among 89 bus shelters and 21 pedestrian shelters that were located in areas with buildings, 26 bus shelters (29%) and 6 pedestrian shelters (29%) could not be moved to meet the accessibility requirements<sup>5</sup>.
- Most bus shelters (99%) and all pedestrian shelters had potential to green their roofs, although some shelters have street trees overarching them, which could obstruct the growth of any greening on the roofs.

**Table 2-1.** Summary findings from Street Furniture Audit 2022 (results based on 150 bus shelters and 48 pedestrian shelters in Wellington City)

<b>Component</b>	<b>Overall findings</b>
<b>Appeal</b>	<ul style="list-style-type: none"> <li>• Most shelters were rated 'very good' for appeal (bus shelters: 91%; pedestrian shelters: 85%).</li> <li>• The appeal is influenced by its surrounding context. (For example, a bus shelter situated under an overpass is not as appealing as a shelter with greening around it.)</li> </ul>
<b>Size Requirements</b>	<ul style="list-style-type: none"> <li>• Over the course of the assessments, three bus shelter design variations were identified.</li> <li>• Most of the shelters scored well for size requirements as they met the maximum size requirements proposed in the Waka Kotahi: Draft Bus Shelter Design Guidance for height up to 2.5 m (all bus shelters and 94% of pedestrian shelters) and footprint up to 6 m<sup>2</sup> (all bus shelters and 85% of pedestrian shelters).</li> </ul>

<sup>5</sup> Requirements were defined as: 1) have at least 1.5 m of footpath width along the building edge and behind the shelter; 2) shelter is set back from the kerb line by 1 m for the full length of the bus box; and 3) if bus stop is used by double decker buses, set back of the shelter from the kerb by 1 m extended by 10 m either side of the bus stop box.

<p><b>Accessibility</b></p>	<ul style="list-style-type: none"> <li>• Overall, most of the assessed shelters were consolidated as much as possible to maximise a barrier-free space (97% of bus shelters and 96% of pedestrian shelters) and had a pedestrian corridor width between 1.5 m and 1.8 m (89% bus shelters and 81% of pedestrian shelters). Only 7% of bus shelters and 6% of pedestrian shelters had a pedestrian through route less than 1.5 m.</li> <li>• Only 10% of bus shelters had any tactile pavers at the boarding position. The newer bus shelters have tactile pavers installed.</li> <li>• Most of the pedestrian shelters that were located at signalised crossings had tactile pavers installed (90%).</li> </ul>
<p><b>Visibility</b></p>	<ul style="list-style-type: none"> <li>• Most shelters (over 93% of bus shelters and 98% of pedestrian shelters) were set back from the kerb for at least 1.0 m and did <b>not</b> impact the sightlines of oncoming traffic, traffic from driveways, side roads, pedestrians, and cyclists.</li> <li>• Among shelters located in the vicinity of cycleway(s), 99% of bus shelters and 71% of pedestrian shelters were transparent to better accommodate situational awareness between people on bikes/scooters, pedestrians and bus passengers.</li> </ul>
<p><b>Personal Safety</b></p>	<ul style="list-style-type: none"> <li>• All bus shelters and most pedestrian shelters (94%) ensured personal safety by allowing people to be seen.</li> <li>• Location of most bus shelters (80%) and pedestrian shelters (88%) was compatible with CPTED (Crime Prevention Through Environmental Design).</li> <li>• Compatibility of shelters with CPTED was highest for clear sight lines (70% of bus shelters and 81% of pedestrian shelters rated 'very good') followed by a very good provision of passive surveillance (46% of bus shelters and 65% of pedestrian shelters) and lowest for a very good provision of lighting (15% of bus shelters and 42% of pedestrian shelters).</li> <li>• Within the CBD, some shelters had good passive surveillance during the hours of 9 am to 5 pm whereas outside of those hours there was no passive surveillance.</li> <li>• Shelters located in residential areas scored well as there are occupied houses facing the street front providing passive surveillance during most hours of the day.</li> <li>• Overall, 89 bus shelters (59%) and 21 pedestrian shelters (44%) were located in areas with buildings. Most of those shelters were not placed along the building edge (63% of bus shelters and 57% of pedestrian shelters). Among remaining shelters that were located along the building edge, over one quarter of shelters (26 bus shelters and 6 pedestrian shelters) could not be moved to meet the accessibility requirements<sup>6</sup>.</li> </ul>

<sup>6</sup> Requirements were defined as: 1) have at least 1.5 m of footpath width along the building edge and behind the shelter; 2) shelter is set back from the kerb line by 1 m for the full length of the bus box; and 3) if bus stop is used by double decker buses, set back of the shelter from the kerb by 1 m extended by 10 m either side of the bus stop box.

	<ul style="list-style-type: none"> <li>oOh! Media bus shelters do not have any lighting installed in them. The shelters rely on indirect light from the streetlights that are not always in proximity.</li> </ul>
<b>Weather Protection</b>	<ul style="list-style-type: none"> <li>The location and configuration of the bus and pedestrian shelters plays a significant role on how well a bus shelter performs. The oOh! Media bus shelters all have standard designs – three / four walled shelters.</li> <li>Most oOh! Media bus shelters provide protection from wind ('average': 79%; 'very good': 15%), rain ('average': 78%; 'very good': 21%), and the sun ('average': 72%; 'very good': 26%), and less than 6% provided poor weather protection.</li> <li>Similarly, most oOh! Media pedestrian shelters provide an average protection from wind ('average': 75%; 'very good': 2%), rain ('average': 94%; 'very good': 2%), and the sun ('average': 75%; 'very good': 21%), and 23% provided poor protection from the wind.</li> <li>The assessment highlighted that one design does not suit all sites. Ideally, the bus shelters should be specifically designed for its immediate context. <ul style="list-style-type: none"> <li>Located on wind tunnels, in the direction of the wind path.</li> <li>Some of the shelters do not have any neighbouring buildings or trees to provide shading.</li> <li>Deciduous trees provided additional shading for some shelters and functioned as wind breakers.</li> <li>Buildings overshadowing the shelters provided additional shading at certain times of the day.</li> </ul> </li> </ul>
<b>Bus Shelter Seating</b>	<ul style="list-style-type: none"> <li>All the bus shelters had seating available, and the seating was assessed as 'very good' in all cases. It appears overtime some of the seats have weathered, which is more of an aesthetic issue than a functionality issue.</li> <li>Only one pedestrian shelter had seating.</li> </ul>
<b>Wayfinding</b>	<ul style="list-style-type: none"> <li>Most of the bus shelters had bus stop information sign (97%) and timetable and bus route information (93%) mounted on the bus stop pole or within the bus shelter.</li> </ul>
<b>Other Considerations</b>	<ul style="list-style-type: none"> <li>Most bus shelters (99%) and all pedestrian shelters have potential to green their roofs.</li> <li>Some of the bus shelters and pedestrian shelters have street trees overarching them, which could obstruct the growth of any greening on the roofs.</li> <li>Among assessed bus shelters, 18 were located in the bird strike hot spot and 14 (78%) of them had bird strike mitigation measures in place.</li> </ul>
<b>Other Bus Stop Considerations</b>	<ul style="list-style-type: none"> <li>All bus stops had the appropriate kerb height at the boarding and alighting areas and most had good quality footway surface (97%).</li> </ul>



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## FORWARD PROGRAMME

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### 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 meetings.

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

Aligns with the following strategies and priority areas:

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

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

#### Risk

- |   |                                 |                               |                                  |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

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### **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 meetings 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 23 June 2022:
  - Notification of Proposed District Plan (Chief Planning Officer)
5. Thursday 11 August 2022:
  - Process to ensure there remains an access road between Strathmore and Moa Point (Chief Planning Officer)
  - Central City Land Acquisitions (Chief Planning Officer)
  - Traffic Resolutions (Chief Infrastructure 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

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## **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 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 22 resolutions of the Pūroro Āmua | Planning and Environment Committee in May 2022:
  - 6 are in progress.
  - 16 are complete.
9. 35 in progress actions have been carried forward from the previous (May 2022) action tracking report. 31 are still in progress.
10. Further detail is provided in Attachment One.

## **Attachments**

Attachment 1. Actions Tracking



#	Date	Meeting	Report	Clause	Status	Comment
33	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	Officers are developing a Spatial Plan implementation reporting system to track and enable efficient reporting of progress on the 90+ actions in the Action Plan. Once the system is set up, reporting will take place every 6 months (or as required).
40	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. LGWM is continuing to work with Kāinga Ora on a potential SDP. Councillors were updated on this in a LGWM workshop session on Urban Development
41	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	The results of the underutilised sites analysis were reported to the District Plan Councillor Working Group on 24 May and a web viewer is being created to display the findings. This is being finalised and will be made available in the next few weeks.
42	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	Many Council workstreams already contribute to encouraging the development of underutilised sites and are focused on the short to medium term (next 3-10 years). This includes the District Plan review, consenting process improvements, review of the Housing Strategy and Action Plan, management of Council's property portfolio, working directly with developers, investment in infrastructure and public spaces, implementing Te Atakura, financial incentives like grants, rates relief, development contribution remissions. It is also noted that opportunities to achieve urban development objectives in conjunction with transport investment underpin LGWM considerations. The need for further measures has not been assessed at this point but could include targeted engagement with landowners and investigation of financial tools like targeted rates etc.

53	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 but opportunities to integrate daylighting of piped streams as part of specific urban renewal/development projects will be investigated as opportunities arise.
54	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. Awaiting release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. The Ministry's website indicates that an exposure draft of the NPSIB will be made in the first half of 2022. The exposure draft will respond to feedback from submissions and hui and will help test the workability of updated proposals.
56	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	Awaiting release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. The Ministry's website indicates that an exposure draft of the NPSIB will be made in the first half of 2022. The exposure draft will respond to feedback from submissions and hui and will help test the workability of updated proposals.
62	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.
68	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	Analysis of Johnsonville's open space provision is being undertaken as part of the 'Our Capital Spaces' strategy review. A qualitative assessment has also been commissioned for Johnsonville's parks and is almost complete.

90	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.
107	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	A public consultation is planned for late 2022.
125	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	<p>New schedule has been approved by SRO which will allow for greater engagement with our partners, stakeholder and members of the public.</p> <p>Key dates for the new schedule include:</p> <p>1 (Purpose and Principles Workshops): May- July  2 (Design) July – Nov  3 Public Engagement- Nov  4 Design Refinement Dec/Jan  5 Public engagement (preferred option)- Feb  6 Preferred Development Plan Option- March</p> <p>Emails/ comms have been released to key stakeholders with follow-up meetings scheduled throughout May.</p> <p>Update provided to councillors at the <a href="#">Infrastructure Committee meeting (27/04)</a></p>
126	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	<ul style="list-style-type: none"> <li>• Holmes Consulting with geotechnical advice from Tonkin + Taylor Limited (T+T) advise the seismic rating for the underground car park remains the same as that provided to councillors in the September 2021 report – that it is not safe for public use.</li> <li>• A business case is being developed to support the funding approach for the car park.</li> <li>• Council officers are continuing to progress with demolition planning, the timing of which will be subject to the redesign of Frank Kitts Park including the Chinese garden redesign and subsequent Fale Malae landowner approval outcome.</li> </ul>

127	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	Open space assessment currently underway and liaising closely with team leading the Green Network Plan however until final development plan is confirmed this work will not fully progress.
129	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	Meeting held with business owners W/C 09/05 to provide an update to all affected businesses. Project page will go live next week online.
145	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	An update on the 3 year delivery programme, including Golden Mile, was provided on 6 May 2022. Approval for detailed design, funding, and traffic resolutions was always intended to be brought for approval at the end of 2022/early 2023.
146	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	Direct engagement with businesses, key stakeholders and mana whenua continues.
147	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	Noted. This will be included with the funding application.
148	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	Complete	This report was considered by the Pūroro Āmua   Planning and Environment Committee in May 2022.
149	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	This will be reported back to committee 12 May with the proposal that there is an ongoing discussion with Mana Whenua.
150	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-a-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress	Report back scheduled for the 2022-25 triennium

152	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 for improvements to The Parade and that this funding will remain ringfenced until formal decisions are made on Mass Rapid Transit.</p>	In progress	<p>a) Completed: The safety improvements option was progressed, presented, and (largely) approved by the P&amp;EC during the 10 March meeting. The Committee voted to proceed with the residential improvements. Construction along the southern residential area has begun (started on April 19) and will be completed by 27 May. Construction of the northern residential area will follow. We aim to complete this by 30 June 2022.</p> <p>i. In Progress: During the 10 March 2022 meeting, the P&amp;EC resolved to defer a decision on the town centre improvements in late 2022.</p> <p>iii. Completed: A traffic resolution was developed, proposed, and approved by the P&amp;EC on 10 March 2022. This is completed for the residential areas, and is to follow for the town centre</p> <p>iv. In Progress: Options for the public space improvements project are being developed which will be proposed to the committee.</p> <p>v. Completed: Noted. No further action required.</p>
159	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	Researching different potential models for an e-bike loaning scheme. Currently working on an RFP for trial licences to operate shared e-bikes in Wellington. Hoping to have the RFP out some time in May.
160	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	There is not currently funding for additional or new projects within existing programmes. We are however looking to include low-traffic options in our in-progress projects.
162	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	Dixon St project is preparing for installation in June. Work continues with key Stakeholders. We will prepare a budget proposal for opening Cuba St for the 24 LTP process
163	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	3 trial parklets are in place and have been well received by businesses and Wellingtonians. Will consider re-initiating a month of Sundays next summer.
169	Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	3. Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction, but request officers to do further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.	In progress	
171	Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	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.	In progress	

183	Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.6 Update on the Te Kāinga Programme	3. Note the 6 month update on the evaluation process underway as part of the Te Kāinga Aroha project and that a full evaluation report will be provided to Pūroro Āmua   Planning and Environment Committee in April 2022.	Complete	The report will be considered by the Planning and Environment Committee at the June 2022 meeting.
212	Thursday, 10 March 2022	Pūroro Āmua   Planning and Environment	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	3a. Approve the following Traffic Resolution, pursuant to the provisions of the Traffic and Parking Bylaw 2021, TR20-22 The Parade, Island Bay – Safety Improvements (Option C) with traffic resolutions brought to Pūroro Āmua   Planning and Environment Committee for decision.	In progress	Started to implement these TR's with construction starting week of 4 April. The Southern end implementation has begun and will be completed post Easter. We will then move to the Northern end. Expected completion of Southern work is 3 June.
213	Thursday, 10 March 2022	Pūroro Āmua   Planning and Environment	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	4. Agree that officers in conjunction with ward Councillors start working with the committee of the Island Bay Residents' Association to ensure that relationships are built and that local voices can be heard as any decisions are implemented.	In progress	Continued engagement with local businesses with a resulting TR for northern & southern businesses expected to be presented to August 2022 Pūroro Āmua   Planning and Environment Committee.
219	Thursday, 14 April 2022	Pūroro Āmua   Planning and Environment	2.1 Halt roadworks of Riddiford St North	7. Direct officers to require compliance with the agreement that 20 public parks are provided in the Countdown supermarket carpark.	In progress	The landowner has now agreed that 20 spaces are required to be made available as per the planning permit and the easement that applies. Additional signage will now be erected on the external to the building and agreement is being sought for internal signage to be provided and where.
222	Thursday, 14 April 2022	Pūroro Āmua   Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	3. Recommend to Pūroro Maherehere - Annual Plan / LTP Committee to increase the 2022/23 budget by \$10.8m, through a bring-forward of budget from 2027/28 (\$2.7m), 2028/29 (\$2.7m) and 2029/30 (\$5.4m).	Complete	Recommended to the Pūroro Maherehere   Annual Plan/Long-term Plan Committee on 1 June 2022.
223	Thursday, 14 April 2022	Pūroro Āmua   Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	4. Recommend to Pūroro Maherehere - Annual Plan / LTP Committee to increase the 2023/24 budget by \$7.2m, through a bring-forward of budget from 2029/30.	Complete	Recommended to the Pūroro Maherehere   Annual Plan/Long-term Plan Committee on 1 June 2022.
225	Thursday, 14 April 2022	Pūroro Āmua   Planning and Environment	3.3 Forward Programme	2. Agree to request that Officers bring a report to the Pūroro Āmua   Planning and Environment Committee by the end of September 2022 to outline a process to ensure there remains an access road between Strathmore and Moa Point.	In progress	