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

Time: 9:30am
Date: Thursday, 15 September 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

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

Have your say!

You can make a short presentation to the Councillors, 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 or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

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

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

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

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

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 8 September 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, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

APPROACH TO SPEED MANAGEMENT - SUPPLEMENTARY PAPER

Kōrero taunaki | Summary of considerations

Purpose

1. This is a supplementary report to Pūroro Āmua | Planning and Environment Committee updating the June 2022 Approach to Speed Management report following:
 - Waka Kotahi publishing of speed management guidance;
 - Officers' engagement with Wellington schools; and
 - Further engagement with Councils in the region on a regional approach to speed management.

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

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

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 / Unbudgeted \$X
Long-term Plan

2. The LTP has provided \$8,053,236 for speed management upgrades.

3. The overall programme cost will vary depending on the approach selected. Details on the cost of different options considered were published in June 2022 committee paper.

Risk

| Low | Medium | High | Extreme

4. Overall level of risk with agreeing to an approach to speed management proposed in this report is low, but with challenges and complexities as set in the June 2022 Approach to Speed Management report (paragraphs 49 to 51). Given the Government’s late adoption of the Rule, the ability to meet a timeframe for reducing speed limited around at least 40% of schools (33 out of 81 schools in Wellington City) by 30 June 2024 will be logistically challenging. Another risk is bringing the community along on the speed reduction journey which should be manageable with the backing of new national advertising by Waka Kotahi to support the need for change.

| | |
|------------|--|
| 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 |

Taunakitanga | Officers' Recommendations

To reflect developments since the June report, officers propose the following recommendations to the Committee. These recommendations have also been redrafted to incorporate the proposed resolutions developed during the 16 June 2022 Pūroro Āmua | Planning and Environment Committee meeting and make clearer the process and need to plan and account for a safe, efficient, and effective public transport system across the city.

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) **Receive** the information
- 2) **Instruct** officers undertake a whole network approach for the development of a draft speed management plan using the following default guidance, where considered appropriate:
 - a. a speed limit of 30 km/h for all non-arterial streets;
 - b. a speed limit of 30 km/h for arterial streets within the central city and town centres, near Kohanga Reo, Kura Kaupapa, public housing, schools, suburban shops and where cycling or pedestrian safety warrants slower speeds;
 - c. a speed limit of 40 km/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); and
 - d. lower speed limits below 30 km/h (e.g., the existing 10 km/h on Cuba Street between Wakefield and Manners streets).
- 3) **Note** that 2 (a-d) this does not apply to the State Highway Network, for which Waka Kotahi is the road controlling authority.
- 4) **Agree** that in developing the draft speed management plan (and during the regional consultation process) the Council will engage with the Greater Wellington Regional Council other Road Controlling Authorities in the region and Māori as required by the Rule as well as engage with schools and the Let's Get Wellington Moving team to adjust the approach above considering the importance of:
 - a. a regionally consistent approach;
 - b. the integration with public transport, to understand the likely effects of the proposed speed changes on bus travel times to ensure ongoing effectiveness and efficiency of the bus network;
 - c. the safety of pedestrians and vulnerable road users and look at opportunities for high quality, accessible, grade separated solutions for pedestrians and cyclists especially where there are major roading changes planned.
- 5) **Agree** that officers will report the detailed draft Speed Management Plan to Council in advance of wider public consultation as part of the regional process planned to take place in mid-2023.

-
- 6) **Note** that as part of developing a draft speed management plan, the following specific work will be undertaken to come back to Council for further direction:
- Develop options to change the speed limit within the existing lower speed zone in Newtown from 40km/h to 30km/h.
 - Develop options to change the speed limit within the existing lower speed zone on Happy Valley Road from 70 km/h to 50 km/h in advance of the proposed Safer Speeds process.
 - Develop options for physical works to improve pedestrian safety near pedestrian crossings on Main Road Tawa between the southern end of Redwood Avenue and McLellan Street, acknowledging that the much-needed speed reductions are likely to take longer than previously indicated to the community.
- 7) **Note** Council Resolution 8C of 25 August 2022 “Officers to start the process to investigate a 30km/hr speed limit on Shelly Bay Rd between the Miramar cutting and the Shelly Bay development, either through the Speed Management Review process or the standard speed review process, whichever is faster.”
- 8) **Note** that the next Council will consider the feedback from the consultation and make decisions on safe and appropriate speed limits considering feedback from the public.
- 9) **Agree** that officers will work with mana whenua and Waka Kotahi to implement bilingual Te Reo traffic signs to support this mahi where possible in accordance with the vision of Te Tauihu, Wellington City Council’s Te Reo Policy.

Whakarāpopoto | Executive Summary

5. This supplementary report provides updates the June 2022 report on the following developments:
- Waka Kotahi publishing of speed management guidance;
 - Officers’ engagement with Wellington schools; and
 - Further engagement with Councils in the region on a regional approach to speed management.
6. On 29 July 2022 Waka Kotahi published:
- the Speed Management Guide: Road to Zero Edition¹ (Guide) and
 - the accompanying MegaMaps – Road to Zero Edition² (an online geospatial tool)
- to accompany the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) which requires the Council to prepare a speed management plan.
7. The recommended approach to Speed Management (option #6) outlined in the June 2022 report is consistent with the Rule and the Guide.

¹ Waka Kotahi NZ Transport Agency. Speed Management Guide: Road to Zero Edition. 2022.

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

² Waka Kotahi NZ Transport Agency. MegaMaps: Road to Zero Edition. <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

8. Officers continue to work closely with the Greater Wellington Regional Council and other councils in the region on planning the regional approach to speed management.
9. This report sets out a detailed timeline of the recommended approach that officers considered will achieve the required timeframes if coupled with a Council decision on the approach to speed management by September 2022.
10. Initial engagement with school principals confirms that road safety is a social responsibility, which in their view requires reduced traffic speeds and infrastructure improvements.
11. The public transport and economic impacts will need to be investigated.

Takenga mai | Background

12. On 9 June 2022, the Planning and Environment Committee was to consider an Approach to Speed Management report. Due to storm interruptions the meeting was adjourned to 16 June 2022, where after debate the report was laid on the table.
13. This supplementary report provides further information following subsequent developments, specifically:
 - a. Waka Kotahi publishing of speed management guidance;
 - b. Officers' engagement with Wellington schools; and
 - c. Further engagement with Councils in the region on a regional approach to speed management.

Kōrerorero | Discussion

14. On 29 July 2022 Waka Kotahi published the Speed Management Guide: Road to Zero Edition (Guide)³ and the accompanying MegaMaps – Road to Zero Edition⁴ (an online geospatial tool) to accompany the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).
15. The Guide⁵ supports regional transport committees (RTCs) and road controlling authorities (RCAs) “to develop high-quality speed management plans that will help make informed, accurate and consistent speed management decisions in their communities”. The new guidance for speed management is principle-based and encourages taking a whole-of-network approach to applying safer speeds based on the One Network Framework road/street classification. Speed limits on roads and streets “are expected to progressively change to align with safe and appropriate speeds” as part of Vision Zero. RCAs need to consider how to transition towards safe and appropriate speed limits.
16. Officers continue to work as part of the Regional Speed Management Plan Steering Group alongside officers from the Regional Council, other city and district councils in the Wellington Region and Waka Kotahi. Officers participated in two workshop 5

³ Waka Kotahi NZ Transport Agency. Speed Management Guide: Road to Zero Edition. 2022.

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

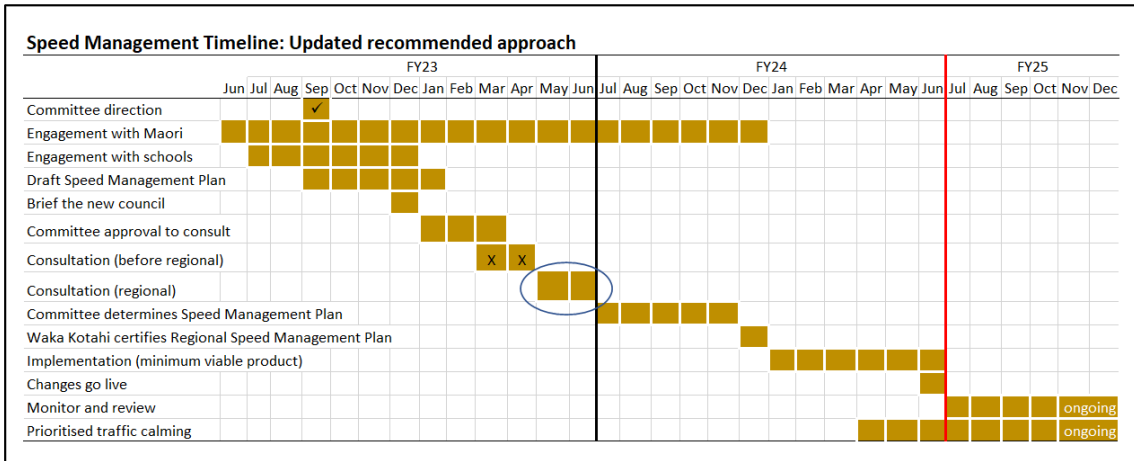
⁴ Waka Kotahi NZ Transport Agency. MegaMaps: Road to Zero Edition. <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

⁵ Waka Kotahi NZ Transport Agency. Speed Management Guide: Road to Zero Edition. 2022.

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

August and 25 August 2022 which included discussion of draft principles and timeline for the development of the Regional Speed Management Plan. Regional public consultation is tentatively being planned for mid-2023 (exact time to be confirmed after Waka Kotahi releases the deadline for submission of Regional Speed Management Plans). Waka Kotahi deadline is likely going to be early 2024. Further regional workshops have been planned for September 2022.

- Updated timeline for officers’ recommended approach (figure below) is likely to achieve the required timeframe if there is an early decision about the approach to speed management. According to this timeline, officers would have directions for drafting Speed Management Plan between September 2022 and early 2023, engaging with schools (by the end of 2022) and then briefing the new council prior to a committee’s adoption in February-March 2023, which then allows for public consultation as part of the regional process to occur in mid-2023.



- The Rule does allow a Territorial Authority to prepare and consult on a draft speed management plan and can chose to have it certified independent of a regional speed management plan. This independent process cannot be initiated if a regional plan is going to be consulted on within 28 days. The independent process to establish a speed management plan can join a regional process at any time.
- However, as indicated above, public consultation for regional speed management plan will be held in mid-2023. Given the above time constraints it is not possible to carry out an independent process prior to the planned regional consultation process.
- As required by the Rule, Regional Council will facilitate the regional consultation process which may include hosting the Territorial Authorities’ consultation links on their website to allow public to view the full regional speed management plan. As part of the regional process, Territorial Authorities will consult individually but at the same time. All promotion, consideration of submissions, hearings and any changes made to the Territorial Authority Speed Management Plan remain at the discretion of the respective Territorial Authority.
- Officers engaged with five schools on 26-27 July 2022 including one primary (Te Aro School), two intermediate (South Wellington Intermediate School; Raroa Intermediate School) and two secondary schools (Wellington High School; Onslow College). In all schools, officers spoke to the principal and in some cases also to deputy principals and/or other staff. Key points from school principals’ perspective are included below:

General Agreement

- From school principals' perspectives, traffic safety is a collective responsibility.
- Traffic safety concerns reported by schools included traffic speed, crossings and (in one school only) bus stops as congestion points.
- School principals perceived that work on reducing traffic speed is essential and needs to sit alongside infrastructure improvements.
- Inner city school principals reported different issues than suburb schools.
- School principals referred to chaotic situation at school drop-off and pick-up times.
- Most students lived near school (primary school) or within 20 min walking distance from school (intermediate school).
- For effective engagement with schools, school principals suggested that the Council needs to be proactive in keeping ongoing contact with schools, give updates on speed management to schools to share in their newsletter, ask schools to run short online surveys for parents to provide input/feedback and consider schools' long-term plans.

Partial Agreement

- Some school principals had greater concerns about safe crossings than traffic speed.
- School representatives commented that children and teenager's cross streets anywhere and therefore it is recommended to address speeds in the wider area around schools.
- Most schools had no data or had limited data on how students travelled to school. Anecdotally, few students cycled to school. Scooting was popular in some schools. Travel to school was context dependent (e.g., reliance on public buses versus trains).
- School representatives thought that intermediate and high school students would walk to school up to 20 min (and potentially longer; up to 1.5 km for high school students, as estimated by one school principal). A distance of 800 m in a specific direction was suggested for speed management in one primary school.

Specific/Individual Comments

- One high school did not consider traffic safety to be an issue within 1.5 km or 20 min walk from their school.
22. The public transport and economic impacts will need to be investigated. Officers have initiated conversations with Wellington Transport Analytics Unit about obtaining data on current public bus travel speed and times and modelling the impact of the proposed speed limit reduction on public bus travel times on core routes in the city.
23. Officers have also been working with Let's Get Wellington Moving to brief and understand the impact of this work on their programmes work.
24. Officers had previously been asked to prepare traffic resolutions to undertake speed limit changes in Newtown and Happy Valley. The Rule now requires speed limit

changes to be relevantly undertaken in accordance with a Speed Management Plan, or with approval from the Director of Transport. The Rule does enable “interim” Speed Management Plans to be used for interim changes. Officers have not yet undertaken the analysis of how these processes will integrate with the recommended regional approach. These options will be provided when this matter is brought back to Council in the next triennium.

Kōwhiringa | Options

25. The Recommended Approach to Speed Management seeks to provide officers guidance by setting a default approach to inform the more detail analysis and key stakeholder engagement. required to prepare the plan. This recommended approach (option #6; figure on the right from the cost benefit analysis for Wellington City as outlined in the June 2022 report) aligns with the rule and guidance of Waka Kotahi. The findings of this work will be included in the draft Speed Management Plan and reported back to Council in early 2023 for approval prior to the regional consultation commencing in mid-2023.



for decision-making

Alignment with Council's strategies and policies

26. This paper has been assessed as Low Significance under the Significance and Engagement Policy. This Low Significance Rating has been arrived at as this paper sets out the process, research and default settings were appropriate so to allow the development of a Draft Speed Management Plan. The substantive ‘high significance’ decision-making stages will take place next year when the Plan comes for proposal and adoption.
27. As outlined in the June report (paragraphs 32-33), investment in traffic speed management is aligned with the strategic priorities of Government Policy Statement (GPS) on Land Transport 2021/22 – 2030/31, ‘Road to Zero’ vision, the Wellington Regional Land Transport Plan (RLTP), the Sustainable Transport Hierarchy, the Spatial Plan, the Green Network Plan and Te Atakura – First to Zero and 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.
28. Investment in speed management has been included in the Long-Term Plan 2021-2031. 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.

Engagement and Consultation

29. The Rule includes an option to consult with the public on the draft speed management plan independently of the regional process, but not within 28 days of the regional consultation (S3.5 (2)). However, to save time and resources and take advantage of the regional process, officers recommended participation in the regional consultation process instead of doing our own consultation prior to the regional process.
30. The timeline for the regional speed management plan consultation is likely to be in mid-2023. The exact timing is still to be confirmed.
31. 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

32. The Rule requires engagement and partnership with Māori in the preparation of speed management plans.
33. Officers have engaged with Mataaho Aronui and presented Approach to Speed Management to mana whenua (Taranaki Whānui and Ngāti Toa Rangatira) for their input and consideration in June 2022. Officers are awaiting response from mana whenua about their interest and/or preferred means of engagement in the development of the draft speed management plan for Wellington City.

Financial implications

34. As outlined in the Approach to Speed Management paper from June 2022 (paragraphs 41-45), the long-term plan has provided approximately \$8 million capex for speed management which is sufficient 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. Funding for the development of a business case for a Speed Management Plan is provided in 2021/22 and 2022/23. Some of the traffic calming costs are part of the street transformation budgets of Let's Get Wellington Moving and Paneke Pōneke Bike Network Plan. 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.

Legal considerations

35. The Land Transport Rule: Setting Speed Limits 2022 provides a new process for setting speed limits. There are transitional processes provided, and once this phase is complete the existing bylaw will be revoked.

Risks and mitigations

36. As outlined in the Approach to Speed Management paper from June 2022 (paragraphs 49-51), there is no significant risk in agreeing to the approach for speed management proposed in this report. The risks include a logistic challenge of for reducing speed limits around at least 40% of schools (33 out of 81 schools) in Wellington City by 30 June 2024 and bringing the community along on this journey. The Council does expect to rely on Waka Kotahi national supporting initiatives.

Disability and accessibility impact

37. 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

38. Adjusting speed limits to more optimal settings 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 encouraging mode shift, all of which can contribute to mitigating road transport emissions.

Communications Plan

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

Health and Safety Impact considered

41. 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.
42. 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

43. Once the Committee agrees an approach to speed management, officers will:
- Continue analysis, detailed planning and engagement with Māori and schools
 - Develop a detailed draft Speed Management Plan (in line with Waka Kotahi guidance)
 - Brief the new Council and report the detailed draft Speed Management Plan to the Council in advance of wider Council-led public consultation planned to take place in mid-2023
 - Undertake engagement and consultation as part of the regional process as required by the Rule in mid-2023
 - Report feedback from the consultation to the new Council and present an updated Speed Management Plan for decisions on speed limits (2023)

-
- f. Prepare for implementation which will include initial placement of speed limit signage followed by speed reduction measures where necessary.
44. Depending on the timeframes for the consultation process, the Council may not have the ability to deliver to the mid-2024 target for speed reductions around schools.

Attachments

Attachment 1. [June 2022 Speed Management Report](#)  

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**PŪRORO ĀMUA | PLANNING AND
ENVIRONMENT COMMITTEE**
15 SEPTEMBER 2022

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

APPROACH TO SPEED MANAGEMENT - SUPPLEMENTARY PAPER

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee provides information on the subsequent developments since the drafting on the original Approach to Speed Management committee paper in June 2022. These developments are:
 - The publishing of Waka Kotahi guidance on speed management
 - Officers' engagement with schools in Wellington
 - Further engagement with Councils in the region on the wider regional approach and process.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

- | | | |
|------------------------------|---|---|
| <input type="checkbox"/> Nil | <input checked="" type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> 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.

**PŪRORO ĀMUA | PLANNING AND
ENVIRONMENT COMMITTEE**
15 SEPTEMBER 2022

Risk

| Low | Medium | High | Extreme

4. Overall level of risk with agreeing to an approach to speed management proposed in this report is low as set in the Approach to Speed Management Committee Report in June 2022 (paragraphs 48 to 50).

| | |
|------------|--|
| 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 |

**PŪRORO ĀMUA | PLANNING AND
ENVIRONMENT COMMITTEE**
15 SEPTEMBER 2022

Taunakitanga | Officers' Recommendations

To reflect continuing work and feedback received since the previous paper, Officers propose the following recommendations to the Committee. These recommendations have also been redrafted to incorporate the proposed resolutions developed during the 16 June 2022 Pūroro Āmua | Planning and Environment Committee meeting and make clearer the process and need to plan and account for an efficient and effective public transport system across the city.

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) **Receive** the information
- 2) **Instruct** officers to develop a draft speed management plan examining the feasibility of:
 - a. a speed limit of 30 km/h for all non-arterial streets;
 - b. a speed limit of 30 km/h for arterial streets within the central city and town centres, near Kohanga Reo, Kura Kaupapa, public housing, schools, suburban shops and where cycling or pedestrian safety warrants slower speeds;
 - c. a speed limit of 40 km/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); and
 - d. lower speed limits where appropriate (e.g., the existing 10 km/h on Cuba Street between Wakefield and Manners streets).
- 3) **Agree** that in developing the draft speed management plan (and during the regional consultation process) the Council will engage with schools, other Road Controlling Authorities in the region, the Let's Get Wellington Moving team and the Greater Wellington Regional Council to adjust the approach above considering the importance of:
 - a. a regionally consistent approach;
 - b. the integration with public transport, to understand the likely effects of the proposed speed changes on bus travel times to ensure ongoing effectiveness and efficiency of the bus network;
 - c. the safety of pedestrians and vulnerable road users and look at opportunities for high quality, accessible, grade separated solutions for pedestrians and cyclists especially where there are major roading changes planned.
- 4) **Agree** that officers will report the detailed draft Speed Management Plan to Council in advance of wider Council-led public consultation planned to take place in mid-2023.
- 5) **Request** that as part of this larger piece of work that the following pieces of local work will also be done:

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- a. Prepare a traffic resolution process to change the speed limit within the existing lower speed zone in Newtown from 40 km/h to 30 km/h.
 - b. Prepare a traffic resolution process to change the speed limit within the existing lower speed zone on Happy Valley Road from 70 km/h to 50 km/h in advance of the proposed Safer Speeds process.
 - c. Investigate physical works to improve pedestrian safety near pedestrian crossings on Main Road Tawa between the southern end of Redwood Avenue and McLellan Street, acknowledging that the much-needed speed reductions are likely to take longer than previously indicated to the community.
- 6) **Note** Council Resolution 8C of 25 August 2022 “Officers to start the process to investigate a 30km/hr speed limit on Shelly Bay Rd between the Miramar cutting and the Shelly Bay development, either through the Speed Management Review process or the standard speed review process, whichever is faster.”
- 7) **Note** that the next Council will consider the feedback from the consultation and make decisions on safe and appropriate speed limits considering feedback from the public.
- 8) **Agree** that officers will work with mana whenua and Waka Kotahi to implement bilingual Te Reo traffic signs to support this mahi where possible in accordance with the vision of Te Tauihu, Wellington City Council’s Te Reo Policy.

Whakarāpopoto | Executive Summary

1. This supplementary paper provides information on the subsequent developments and feedback received since drafting the original Approach to Speed Management paper in June 2022 including:
 - The publishing of Waka Kotahi Guidance on Speed Management.
 - Officers’ engagement with schools in Wellington; and
 - Further engagement with Councils in the region on the wider regional approach and process.
2. To reflect continuing work Officers’ recommendations included in this supplementary report have been redrafted to incorporate feedback and the proposed resolutions developed during the 16 June 2022 Planning and Environment Committee meeting and make clearer the process and need to account for a safe, efficient and effective public transport system across the city.
3. On 29 July 2022 Waka Kotahi published the Speed Management Guide: Road to Zero Edition¹ (Guide) and the accompanying MegaMaps – Road to Zero Edition² (an online geospatial tool) to accompany the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).
4. The Recommended Approach to Speed Management (option #6) for Wellington City outlined in the committee paper in June 2022 is generally consistent with the new speed management Rule and guidance released by Waka Kotahi.

¹ Waka Kotahi NZ Transport Agency. Speed Management Guide: Road to Zero Edition. 2022.

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

² Waka Kotahi NZ Transport Agency. MegaMaps: Road to Zero Edition. <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

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5. Officers continue to work closely with the Greater Wellington Regional Council and other councils in the region on planning the regional approach to speed management.
6. An updated timeline for officers' recommended approach included in this paper with an early Council decision about the approach to speed management will likely achieve the required timeline for regional consultation process.
7. The initial engagement with schools demonstrated that from school principals' perspective road safety is a social responsibility and that reducing traffic speed is essential and needs to sit along with infrastructure improvements.
8. The public transport and economic impacts will need to be investigated.

Takenga mai | Background

9. On 9 June 2022, The Planning and Environment Committee was to consider an Approach to Speed Management paper. Due to storm interruptions the meeting was adjourned before the paper could be moved. The paper was moved when the meeting reconvened on 16 June 2022 and was then laid on the table after some debate.
10. This supplementary paper provides information on the subsequent developments since the drafting on the original Approach to Speed Management paper in June 2022 related to the publishing of Waka Kotahi Guidance on Speed Management, officers' engagement with schools in Wellington and further engagement with Councils in the region on the wider regional approach and process.

Kōrerorero | Discussion

11. On 29 July 2022 Waka Kotahi published the Speed Management Guide: Road to Zero Edition (Guide) and the accompanying MegaMaps – Road to Zero Edition³ (an online geospatial tool) to accompany the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).
12. The Guide⁴ supports regional transport committees (RTCs) and road controlling authorities (RCAs) "to develop high-quality speed management plans that will help make informed, accurate and consistent speed management decisions in their communities". The new guidance for speed management is principle-based and encourages taking a whole-of-network approach to applying safer speeds based on the One Network Framework road/street classification. Speed limits on roads and streets are expected to progressively change to align with safe and appropriate speeds as part of Vision Zero. RCAs need to consider how to transition towards safe and appropriate speed limits.
13. Officers continue to work as part of the Regional Speed Management Plan Steering Group alongside officers from the regional council, other territorial authorities and Waka Kotahi. Officers participated in two workshop 5 August and 25 August 2022 which included discussion of draft principles and timeline for the

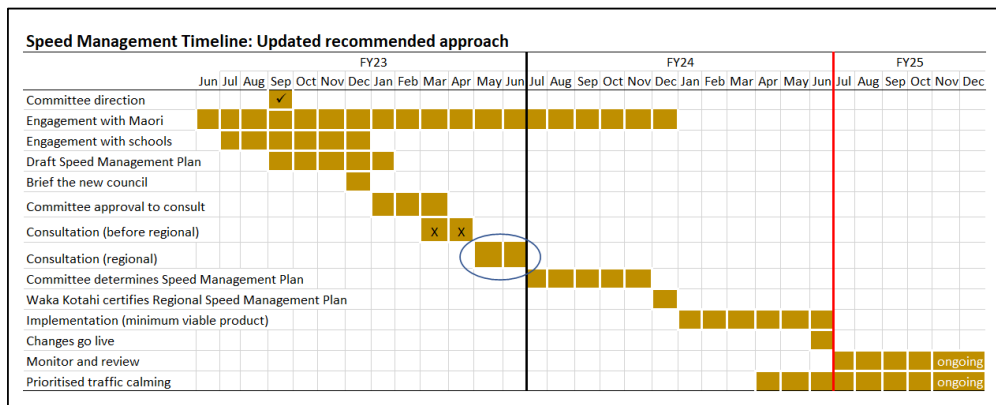
³ Waka Kotahi NZ Transport Agency. MegaMaps: Road to Zero Edition. <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

⁴ Waka Kotahi NZ Transport Agency. Speed Management Guide: Road to Zero Edition. 2022. <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

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development of the Regional Speed Management Plan. Regional public consultation is tentatively being planned for mid-2023 (exact time to be confirmed after Waka Kotahi releases the deadline for submission of Regional Speed Management Plans). Waka Kotahi deadline is likely going to be early 2024. Further regional workshops have been planned for September 2022.

- Updated timeline for officers’ recommended approach (figure below) is likely to achieve the required timeframe if there is an early decision about the approach to speed management. According to this timeline, officers would have broad strategic direction for drafting Speed Management Plan by early 2023, engaging with schools (by the end of 2022) and briefing the new council in late 2022 prior to committee’s approval to consult in February-March 2023 and public consultation as part of the regional process in mid-2023.



- The Rule allows RCAs to consult before the regional process. In 2023, this is impractical because there is insufficient time for the Council to consult, consider submissions, determine a final plan and have it certified before the regional consultation in mid-2023. As a result, in 2023, content from the WCC’s Draft Speed Management Plan would also be subject to consultation via the subsequent regional process which would effectively extend the local consultation period and potentially create two consultation periods for the same Draft Speed Management Plan. Therefore, the WCC’s consultation on its draft Speed Management Plan is recommended **not to** proceed in advance of the regional consultation process in 2023 to avoid confusing the public.
- Officers had an initial engagement with five schools on 26-27 July 2022 including one primary (Te Aro School), two intermediate (South Wellington Intermediate School; Raroa Intermediate School) and two secondary schools (Wellington High School; Onslow College). In all schools, officers spoke to the principal and in some cases also to deputy principals and/or other staff. Key points from school principals’ perspective are included below:

General Agreement

- From school principals’ perspectives, traffic safety is a collective responsibility.

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- Traffic safety concerns reported by schools included traffic speed, crossings and (in one school only) bus stops as congestion points.
- School principals perceived that work on reducing traffic speed is essential and needs to sit alongside infrastructure improvements.
- Inner city school principals reported different issues than suburb schools.
- School principals referred to chaotic situation at school drop-off and pick-up times.
- Most students lived near school (primary school) or within 20 min walking distance from school (intermediate school).
- For effective engagement with schools, school principals suggested that the Council needs to be proactive in keeping ongoing contact with schools, give updates on speed management to schools to share in their newsletter, ask schools to run short online surveys for parents to provide input/feedback and consider schools' long-term plans.

Partial Agreement

- Some school principals had greater concerns about safe crossings than traffic speed.
- School representatives commented that children and teenager's cross streets anywhere and therefore it is recommended to address speeds in the wider area around schools.
- Most schools had no data or had limited data on how students travelled to school. Anecdotally, few students cycled to school. Scooting was popular in some schools. Travel to school was context dependent (e.g., reliance on public buses versus trains).
- School representatives thought that intermediate and high school students would walk to school up to 20 min (and potentially longer; up to 1.5 km for high school students, as estimated by one school principal). A distance of 800 m in a specific direction was suggested for speed management in one primary school

Specific/Individual Comments

- One high school did not consider traffic safety to be an issue within 1.5 km or 20 min walk from their school.

17. The public transport and economic impacts will need to be investigated. Officers have initiated conversations with Wellington Transport Analytics Unit about obtaining data on current public bus travel speed and times and modelling the impact of the proposed speed limit reduction on public bus travel times on core routes in the city.
18. Officers have also been working with Lets Get Wellington Moving to brief and understand the impact of this work on the programmes work.

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Kōwhiringa | Options

19. The Recommended Approach to Speed Management (option #6; figure on the right) for Wellington City outlined in the committee paper in June 2022 is generally consistent with the new speed management Rule and guidance. The recommended approach seeks to examine the feasibility of these settings in more detail through localised analysis and key stakeholder engagement. The findings of this work will be included in the draft Speed Management Plan and reported back to Council in early 2030 for approval prior to the regional consultation commencing



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

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

20. This paper has been assessed as Low Significance under the Significance and Engagement Policy. This Low Significance Rating has been arrived at as this paper sets out the process, research and drafting settings for the Draft Speed Management Plan. The substantive decision-making stages will take place next year when the Plan comes for proposal and adoption – these will be the high significance decisions on this work.
21. As outlined in the Approach to Speed Management paper from June 2022 (paragraphs 32-33), investment in traffic speed management is aligned with the strategic priorities of Government Policy Statement (GPS) on Land Transport 2021/22 – 2030/31, 'Road to Zero' vision, the Wellington Regional Land Transport Plan (RLTP), the Sustainable Transport Hierarchy, the Spatial Plan, the Green Network Plan and Te Atakura – First to Zero and 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. 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.

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Engagement and Consultation

22. The Rule includes an option to consult with the public on the draft speed management plan independently of the regional process, but not within a certain period of the regional process (S3.5 (2)). However, to save time and resources and take advantage of the regional process, officers recommended participation in the regional consultation process instead of doing our own consultation prior to the regional process.
23. The timeline for the regional speed management plan consultation is likely to be in mid-2023. The exact timing is still to be confirmed.
24. 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

25. The Rule requires engagement and partnership with Māori in the preparation of speed management plans.
26. Officers have engaged with Mataaho Aronui and presented Approach to Speed Management to mana whenua (Taranaki Whānui and Ngāti Toa Rangatira) for their input and consideration in June 2022. Officers are awaiting response from mana whenua about their interest and/or preferred means of engagement in the development of the draft speed management plan for Wellington City.

Financial implications

27. As outlined in the Approach to Speed Management paper from June 2022 (paragraphs 41-45), the long-term plan has provided approximately \$8 million capex for speed management which is sufficient 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. Funding for the development of a business case for a Speed Management Plan is provided in 2021/22 and 2022/23. Some of the traffic calming costs are part of the street transformation budgets of Let's Get Wellington Moving and Paneke Pōneke Bike Network Plan. 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.

Legal considerations

28. As outlined in the Approach to Speed Management paper from June 2022 (paragraphs 46-48), the approach to speed management recommended in this report complies with the requirements of the Rule.

Risks and mitigations

29. As outlined in the Approach to Speed Management paper from June 2022 (paragraphs 49-51), there is no significant risk in agreeing to the approach for speed management proposed in this report. The risks include a logistic challenge

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of for reducing speed limits around at least 40% of schools (33 out of 81 schools) in Wellington City by 30 June 2024 and bringing the community along on this journey. The Council does expect to rely on Waka Kotahi national supporting initiatives.

Disability and accessibility impact

30. 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

31. 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

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

Health and Safety Impact considered

34. 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.
35. 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

36. Once the Committee agrees an approach to speed management, officers will:
- Continue analysis, detailed planning and engagement with Māori and schools
 - Develop a detailed draft Speed Management Plan (in line with Waka Kotahi guidance)
 - Brief the new Council and report the detailed draft Speed Management Plan to the Council in advance of wider Council-led public consultation planned to take place in mid-2023
 - Undertake engagement and consultation as part of the regional process as required by the Rule in mid-2023
 - Report feedback from the consultation to the new Council and present an updated Speed Management Plan 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.

-
37. Depending on the timeframes for the consultation process, the Council may not have the ability to deliver to the mid-2024 target for speed reductions around schools.

Attachments

Attachment 1. Speed Management Paper

SINGLE STAGE BUSINESS CASE APPROVAL - LGWM

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee asks Council to approve the Let's Get Wellington Moving Travel Behaviour Change Single Stage Business Case and agree for work to commence.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

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

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

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

Significance

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

Financial considerations

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

2. The WCC contribution will be funded from existing budgets.

Risk

- Low Medium High Extreme

3. The matters referenced in this report have a medium degree of risk

| | |
|------------|--|
| Author | Anna Blomquist, T/I Transport Safety Education |
| Authoriser | Liam Hodgetts, Chief Planning Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receives the information and Approves the Let's Get Wellington Moving Travel Behaviour Change (TBCh) Single Stage Business Case.
- 2) Notes that these initiatives will be mostly delivered through Wellington City Council and Greater Wellington Regional Council.
- 3) Agrees that work can commence on Packages A and B, excluding off-peak public transport fare subsidies.
- 4) Notes that the total costs of the recommended package of the Travel Behaviour Change Single Stage Business Case are \$7.272 million over the 2022/23 and 2023/24 financial years. These costs are shared between GWRC (the Asset owner) and Waka Kotahi. WCC's contribution is staff time from existing budgets. The central government share will be sought through Waka Kotahi's funding approval process.
- 5) Notes that the total costs of the recommended package of the Travel Behaviour Change Single Stage Business Case are \$52.2 million over 10 years, excluding off-peak public transport fare incentives. Funding for the out years beyond 2024 will be considered as part of the RLTP/NLTP process

Whakarāpopoto | Executive Summary

1. The Let's Get Wellington Moving (LGWM) Travel Behaviour Change Single Stage Business Case (SSBC) recommends funding a package of travel behaviour change initiatives.
2. Both Wellington City Council and Greater Wellington Regional Council have established travel behaviour change programmes. These programmes contribute towards the larger central government emissions reduction target of a *20% reduction in total vehicles travelled by the light vehicle fleet by 2035*, as well as to the current RLTP targets of:
 - 35% less carbon emissions from transport by 2035
 - 40% increase in the share of trips by active travel and public transport by 2035
3. The Let's Get Wellington Moving (LGWM) Travel Behaviour Change Single Stage Business Case (SSBC) makes the case for funding a package of travel behaviour change initiatives.
4. The LGWM Travel Behaviour Change (TBCh) SSBC is one of the LGWM workstreams which aims to manage the substantial disruption over the construction years of the programme.
5. Behaviour change is a combination of art and science methodologies to support people to change their behaviours. Behaviour change initiatives are typically either supportive (i.e., education and skill building, supports like travel planning, or promotion and incentives) or restrictive (i.e., population level initiatives to shift attitudes and culture, such as large-scale smokefree or drink driving awareness campaigns).

-
6. The SSBC includes a 'toolkit' of evidence based TBCh initiatives. These have been categorised as:
 - a. Policy, partnerships and advocacy
 - b. Travel plans
 - c. Events, experiences and life choices
 - d. Marketing, communications and incentives
 - e. Supporting services and amenities
 - f. Evaluation and research.
 7. The SSBC proposes a travel behaviour change package that "wraps around" and leverages infrastructure and service improvements delivered by the wider LGWM programme. While a travel behaviour change package delivers benefits on its own, it is more effective when coordinated with the delivery of wider transport system improvements (and vice versa).
 8. The SSBC developed five alternative travel behaviour change packages and proposes a recommended package, to be implemented using a staged implementation approach (summarised in the Options section of this report).
 9. Important elements of a successful LGWM travel behaviour change programme will include:
 - a. an agile approach – to allow flexibility and responsiveness to changing conditions
 - b. a 'pilot test and grow' approach – to enable innovation
 10. The SSBC estimates costs of \$52.2 million over 10 years to implement the recommended package. These costs comprise of:
 - a. \$19.2million for additional staff needed to deliver the initiatives
 - b. \$33.0million for non-staff costs.
 11. The SSBC calculated the benefit cost ratio for the recommended package to be between 2 and 4.8.
 12. Funding for the 2022/23 and 23/24 years were planned in the Long Term Plan on the assumption that GWRC is the 'asset owner' of travel behaviour change activities. Accordingly, for the remainder of the current NLTP/LTP cycle, funding for the LGWM TBCh pre-implementation and implementation will be 49% funded by GWRC with 51% Financial Assistance Rate applying by Waka Kotahi NZ Transport Agency.
 13. Initiatives in the recommended package will be delivered through Wellington City Council and Greater Wellington Regional Council, with co-ordination and support from LGWM to plan and evaluate initiatives. Officers from both councils will work closely together to implement this key component of the wider LGWM programme.
 14. Congestion pricing is not included in the initial list of proposed actions as this will need input from Ministry of Transport to be able to proceed further.
 15. The SSBC assumes that Wellington City Council and Greater Wellington Regional Council (Greater Wellington) will provide some staff capacity in-kind. For Wellington City Council, this will be 2.3 FTE.
 16. The LGWM partnership agreement requires all business cases to gain partner approval. Approval of the recommendations of this report will meet this requirement.

Takenga mai | Background

17. LGWM is a once-in-a-generation opportunity to shape Wellington's future, align transport and urban development, move more people with fewer vehicles, and help address the climate emergency.
18. LGWM is a joint initiative between Wellington City Council, Greater Wellington, and Waka Kotahi NZ Transport Agency, with support from mana whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira.
19. The LGWM programme's geographical scope extends from Nga Uranga Gorge to Miramar including the Wellington Urban Motorway, access to the port, and connections to the central city, southern and eastern suburbs, the Wellington regional hospital and the international airport. It includes all the different ways people get around the city and how the city develops alongside its transport system. The LGWM programme is set within a wider regional context for journeys, networks, land use and urban development outcomes.
20. The following objectives and weightings have been agreed for the LGWM programme:
 - a. Carbon emissions and mode shift: Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles (40%)
 - b. Liveability: Enhances urban amenity and enables urban development outcomes (20%)
 - c. Safety: Improves safety for all users (15%)
 - d. Access: Provides more efficient and reliable access for users (15%)
 - e. Resilience: Is adaptable to disruptions and future uncertainty (10%)

Travel behaviour change and its role in LGWM

21. Behaviour change is a combination of art and science methodologies to support people to change their behaviours. Behaviour change initiatives are typically either supportive (i.e., education and skill building, supports like travel planning, or promotion and incentives) or restrictive (i.e., population level initiatives to shift attitudes and culture, such as large-scale smokefree or drink driving awareness campaigns). Behaviour change initiatives allow individuals and/or communities to reflect if their behaviour has potential to cause harm (to them, society, or the environment) and supports them to change to less harmful behaviours.
22. The LGWM TBCh programme will seek to create voluntary behaviour change by supporting people with the skills and knowledge to try new transport modes, through utilising a suite of complementary initiatives tailored to suit a variety of diverse target population groups.
23. The physical and regulatory environment can either help or hinder a person's ability to choose a different behaviour. While a travel behaviour change package can deliver benefits on its own, it is more effective when coordinated with the delivery of wider transport system improvements (and vice versa).
24. For example, the LGWM City Streets package will cause significant disruption during its construction phase, and impact on the ability to travel across the city will be affected. This disruption can be used to create increased willingness to try new travel behaviours; for example, to take the bus or walk a little further rather than try drive and be delayed by congestion. Future, introduction of new regulatory measures, such as parking or congestion charging will be most successful if they are supported by travel behaviour change initiatives.

25. Initiatives are designed to support these mode shifts. For example, by providing travel planning support in workplaces, people may be more confident to try public transport on an unfamiliar route, while community members who have attended a cycle skills training are more likely to feel confident, and motivated, to try out a newly created cycle-lane.
26. From the delivery of this suite of initiatives, LGWM travel behaviour change programme aims to achieve the following high level short and long-term outcomes:
 - a. during the disruption phase - to support smoother deliver during LGWM’s construction work and help people find suitable alternative travel arrangements,
 - b. longer-term - once the improved infrastructure and other service improvements are available to maximise the benefits from the LGWM’s investment.

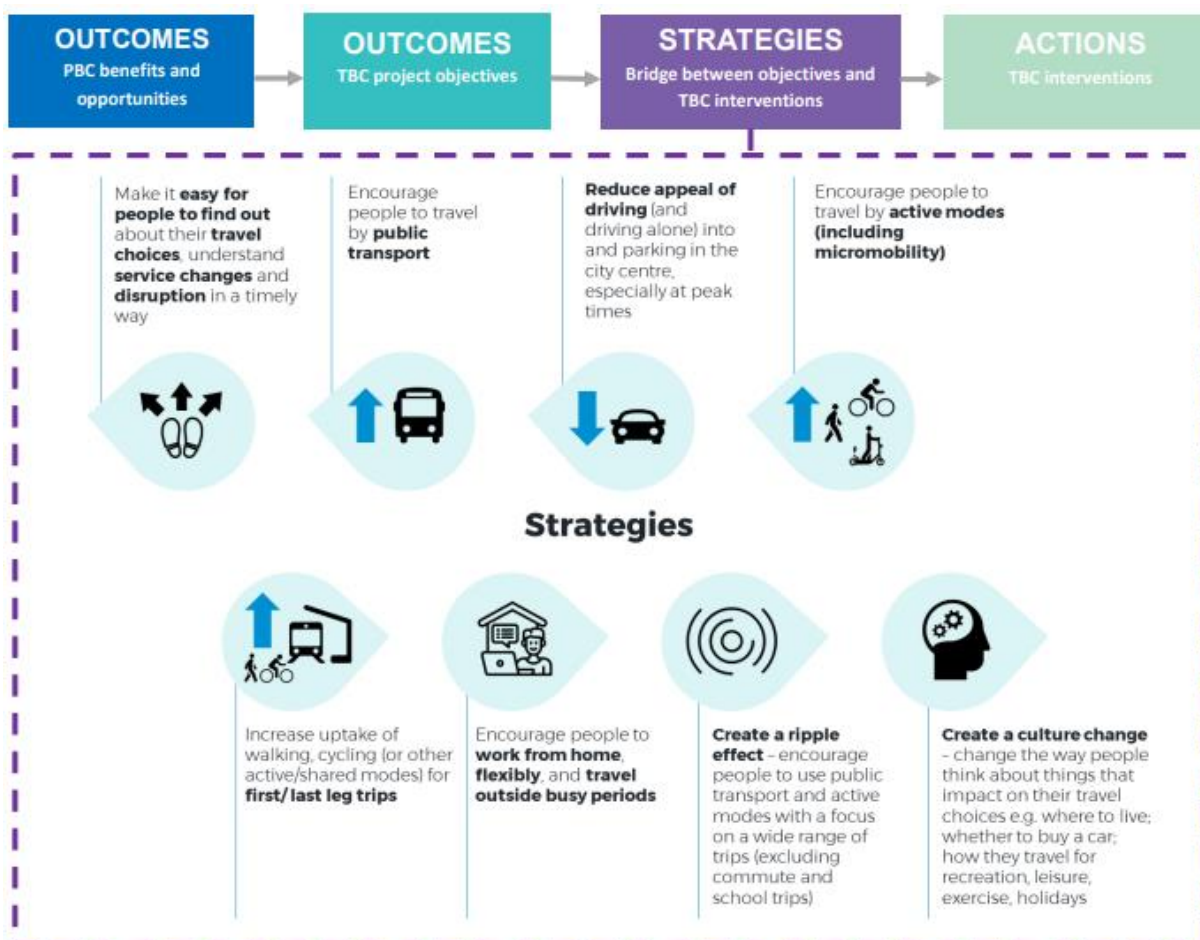
Kōrerorero | Discussion

Development of the Single Stage Business Case proposed packages

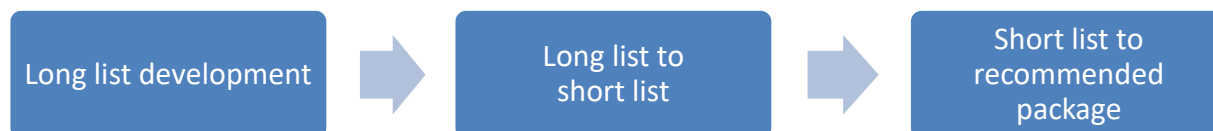
27. The SSBC recommends a travel behaviour change package that “wraps around” and leverages the infrastructure and service improvements delivered by the wider LGWM programme, and contains the following objectives which support the LGWM vision.

28. The five proposed packages of work in the SSBC are all guided by a series of overarching strategies and objectives, as shown in figure 1:

Figure 1: Relationship between the project objectives, strategies and travel behaviour change initiatives in the SSBC



29. More than 100 individual initiatives were considered for inclusion in the SSBC. These formed an initial 'long list', which were then assessed for relevance by mapping each initiative against the eight strategies. Those initiatives which made it to the 'short list' were then included in one of the five relevant packages for delivery.



Kōwhiringa | Options

30. Packages

- a. **Package A** focuses on scaling up the current travel behaviour change effort in response to the planned transport network improvements and construction related disruption – (note that trials associated with off-peak public transport fare reductions covered in the SSBC have been excluded here and remain within the remit of Metlink.)
- b. **Package B** adds a focus on the 'first-last leg' travel – connecting people with active and shared modes to rail stations, removing barriers to travel by train to Central Wellington.
- c. **Package C** includes measures to reduce the appeal of driving (such as measures to support a possible commuter parking levy) – note that introducing a parking levy is not currently possible due to current legislative restrictions.
- d. **Packages D and E** add a focus on achieving long-term culture change within Wellington and the wider region.

31. While the packages build on each other, they differ in their focus and the locations to which the travel behaviour change strategies are targeted. For example:

- a. strategic focus: where packages A and B build on scaling up 'business as usual' initiatives, the strategic focus of packages D and E shifts toward 'culture change'
- b. locations: where package A mainly focusses initiatives on Wellington City itself, package B starts to expand some initiatives to outer areas of the Wellington region serviced by rail.

32. The initiatives and packages were developed together with technical experts from each of the Partner organisations and peer reviewed by Liz Ampt of Concepts of Change, an Adelaide-based behaviour change specialist, and her comments and suggestions subsequently included in the SSBC.

Recommended package

33. Following evaluation of the five packages and input from a Technical Working Group, the SSBC recommends:

- a. Delivery to commence with Package A (scaling up current travel behaviour change) and components of package B (adding focus on 'first-last leg' travel) scaled to fit available funding.

- b. Delivery to be staged, commencing with the scaled Package of A and B, and working up to Package E over time. An agile approach will be used to consider if/when to implement initiatives from other packages.
- 34. Technical experts from the partner organisations consider the impact of the programme to be greatest by commencing with delivery of packages A and B together (technically 'package B in the SSBC'). This approach is supported by the cost benefit analysis of the packages.
- 35. It has been agreed that trials associated with off-peak fare reductions will be excluded from the LGWM TBCh package and remain within the remit of Metlink.
- 36. Approval will be sought at a later stage for further packages of the SSBC if/when further trigger points are met.

Recommended package economics

- 37. To estimate the 10-year package costs, the SSBC made assumptions for a staged package implementation, using triggers to decide if/when consecutive packages are implemented.
- 38. It estimates costs of \$52.2 million over 10 years to implement the recommended package. These costs comprise of:
 - a. \$19.2 million for additional staff needed to deliver the initiatives
 - b. \$33.0 million for non-staff costs.
- 39. The staff costs cover additional FTE rather than the total FTE needed to deliver the recommended package. This is because the SSBC assumes that Wellington City Council and Greater Wellington will provide some existing staff capacity in-kind. For Wellington City Council, this will be 2.3 FTE and will delivered out of existing budgets.
- 40. As part of the SSBC development, the Waka Kotahi Monetised Costs and Benefits Manual (MCBM) procedure was adapted to forecast the performance of the five packages as accurately as possible. A top-down approach was used that emphasised the inherent uncertainties in forecasting the effects and benefits of individual travel behavioural change initiatives. Sensitivity tests were undertaken to test key assumptions about the reach and effectiveness of travel behaviour change.
- 41. Based on this work, the benefit cost ratio (BCR) for package A can be expected to be between 2.7 and 3.9. The BCR for package B is expected to be between 3.4 and 4.7. Sensitivity tests found that the BCR for the full staged recommended package could be between 2 and 4.8.
- 42. On Waka Kotahi's request, an independent economic peer review has also been carried out and is included in the SSBC.

Staged approach and continuous improvement

- 43. One element of a successful travel behaviour change programme is having an agile approach. This will allow flexibility and responsiveness to changing conditions, e.g. changes related to the delivery of other parts of the wider LGWM programme or other land use changes.
- 44. Another element of a successful travel behaviour change package will be to foster innovation. By implementing the package of initiatives against an agreed set of performance measures, the programme will be able to take away lessons about what works, in what circumstances. This will be useful for Wellington as well as benefiting other cities and regions in New Zealand. Taking a 'pilot test and grow' approach will

enable innovation of approaches and allow the ability to pilot and evaluate small projects prior to expanding to a wider audience.

45. Evaluation of travel behaviour change programs is a specific field. The scale of LGWM activity in Wellington will require behaviour change to be considered at a city scale as a component of the larger LGWM Programme. The management case proposes to have LGWM employ 1 FTE to be responsible from evaluation and continuous improvement of the LGWM TBCh programme. Evaluation and monitoring plans will be developed in the pre-implementation phase.

Development of the implementation plan and delivery of initiatives

46. Once all funding has been agreed, pre-implementation planning will commence, including:
- a. a process of community engagement to gain further insight into the enablers and barriers of travel behaviour in different communities across Wellington
 - b. the finalisation of the implementation plan, which will be informed by the insights gained from community engagement. This implementation plan will be signed off by partner Chief Executives and the LGWM board once finalised
 - c. Once the implementation plan has been confirmed, a supporting monitoring and evaluation framework will be developed to ensure the outcomes of these initiatives can be monitored, and agile approach can be utilised, and parameters have been put in place to recognise success
47. Further detail of the pre-implementation page is provided in the 'next steps' section at the end of this report.
48. Wellington City Council has an established Behaviour Change within of the Climate Change Response Business Unit. This team specializes in advice, support and delivery of travel behaviour change activities within Wellington City. This team will receive additional staffing resource to be able to deliver the additional package of LGWM Initiatives.
49. Officers from Greater Wellington and Wellington City Council have begun preliminary development of the first implementation plan for the remainder of the NLTP 2022/23-2023/24 financial years.
50. Programme funding has been approved until the end of this Long Term Plan/NLTP cycle (2023/24). It is expected that LGWM, Wellington City Council and Greater Wellington will jointly develop the next three-year implementation plan to align with future NLTPs to ensure funding continuity, including a review of the existing ownership and delivery of initiatives against the monitoring and evaluation framework (to be developed in the pre-implementation phase).
51. Successful behaviour change initiatives will be strategically delivered to best reach the target audience. Approximately 50% of employees commute into Wellington City from the wider Wellington region, and many more people regularly travel to regionally significant destinations such as Wellington Regional Hospital and the International Airport from throughout the region. Thus, LGWM TBCh package initiatives are expected to have considerable reach to residents across the wider Wellington region, despite more initiatives being delivered within the LGWM geographical boundary in the first two years of delivery.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

52. The implementation of the LGWM programme aligns with Te Atakura and the 2021 LTP's Community Environmental Outcome: *"A sustainable, climate friendly eco capital A city where the natural environment is being preserved, biodiversity improved, natural resources are used sustainably, and the city is mitigating and adapting to climate change – for now and future generations. Priority Objective: The city's core transport infrastructure is a safe, resilient, reliable network – that supports active and public transport choices, and an efficient, productive and an environmentally sustainable economy"*.

Engagement and Consultation

53. The draft SSBC was part of the set of material made publicly available during the LGWM Programme's engagement on the preferred option for Mass Rapid Transit.
54. The pre-implementation phase is expected to include engagement with relevant community groups and key stakeholders to confirm the best combination of initiatives can be planned for each community.
55. Delivery of the TBC package will be highly collaborative involving partnerships with the private sector, employers and education providers. Delivery of the travel behaviour change package will involve ongoing engagement and co-design of individual initiatives these are considered to be medium risk under our Significance and Engagement Policy. Where appropriate, initiatives will be delivered through established relationships and existing communications channels, such as workplaces and schools, to reach the community.

Implications for Māori

56. To ensure mana whenua perspectives, rights and interests shape the programmes work, local representatives participate in the governance of LGWM and are engaged through the LGWM Governance Reference Group and Iwi Partnership Advisory Group.
57. A set of Mana Whenua values have been developed by our mana whenua representatives, with the authority of the iwi partner organisations Taranaki Whānui and Ngāti Toa to help guide the programme in its consideration of implications for mana whenua and Māori. These values are:
- a. Whakapapa: a sense of place
 - b. Wai-ora: respect the role of water
 - c. Pūngao-ora: energy
 - d. Hau-ora: optimising health and wellbeing
 - e. Whakamahitanga: use of materials
 - f. Manaakitanga: support a just and equitable society
 - g. Whakāhuatanga: celebrate beauty in design.
58. Consideration will be taken in the pre-implementation phase to ensure the perspectives of our mana whenua partners and mātāwaka Māori are incorporated into the development of the implementation plan.

Financial implications

59. The amounts contained in the Recommended Package in the draft SSBC have been adjusted to reflect the late start, so a full year's expenditure is not needed during 2022/23. The budgeted amount for travel behaviour change for the remainder of 2022/23 and 2023/24 is:

- a. Pre-implementation costs of \$1.121million
- b. Implementation costs of \$6.151million.
- c. Waka Kotahi administration fee of \$0.581million

60. This spending will be split between GW, WCC and LGWM. During this LTP/NLTP cycle, GW has been categorised as the 'asset owner' for these travel behaviour change activities meaning it will fund 49% (with 51% funded by Waka Kotahi under the Financial Assistance Rate). This amount is included in GW's LTP. Future LTP cycles will confirm the funding split beyond 2023/24.

Legal considerations

61. The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2002 (the Act).

Risks and mitigations

62. The matters referenced in this report have a medium degree of risk.

63. A risk register sits in the SSBC. This register will be continued to be updated as the implementation plan is developed in the pre-implementation phase. The LGWM TBCh Lead will be accountable for managing these risks and maintaining the risk register. The TBCh Management Team will be collectively responsible for identifying new risks or opportunities, and for implementing agreed controls.

Disability and accessibility impact

64. Where initiatives are integrated into other LGWM workstreams – impacts will be considered through the larger project consultation process. Stand-alone initiatives will consider the impact on affected communities on an individual project basis.

Climate Change impact and considerations

65. Consideration of climate change has been a key focus of the LGWM programme, with a 40% weighting given to the programme objective, 'Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles'.

66. The focus of the current Greater Wellington travel behaviour change programme is on reducing congestion, increasing public transport use, improving the health of the region and reducing transport related emissions. Packages A and B of the SSBC complement (and accelerate) this existing focus and will contribute towards emissions reduction and mode-shift targets, as noted in RLTP, Road to Zero, Wellington Regional Mode Shift Plan (draft), GW Long Term Plan (LTP) draft Strategic Framework, MoT Transport Outcomes Framework.

Communications Plan

67. The results of this decision will be published through the appropriate communication channels by the partners involved (WCC, GWRC and LGWM).

Health and Safety Impact considered

68. Health and Safety Plans for interventions will be completed as part of the LGWM workstreams (if integrated into LGWM workstreams) or as part of individual intervention planning.

Ngā mahinga e whai ake nei | Next actions

69. Once the SSBC has been approved, funding for pre-implementation funding can be accessed to progress planning, which will include:

- a. development of the detailed 2022/23-2023/24 Implementation Plan, for approval by the LGWM partner Chief Executives and the LGWM board,
- b. detailed planning and coordination of travel behaviour change initiatives with other parts of the LGWM Programme in preparation for the next NLTP/LTP,
- c. standing up the LGWM travel behaviour change team and function, including establishing governance and integration arrangements (set out in the Management Plan that is part of the SSBC),
- d. development of key performance indicators for the travel behaviour change programme, for approval by the LGWM Partnership Board,
- e. development of a monitoring and evaluation framework,
- f. development of a change process to facilitate adjustment of priorities and moving resources to new activities or existing well-performing activities,

Attachments

Nil

TRAFFIC RESOLUTIONS ISLAND BAY

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee to consider the traffic resolutions outlined in this report for approval.

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 | <input type="checkbox"/> Sustainable, natural eco city |
| | <input checked="" 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 checked="" 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

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

Significance

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

Financial considerations

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

Risk

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

| | |
|------------|---|
| Author | Lindsey Hill, Minor Works Programme Coordinator |
| Authoriser | Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information
- 2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR97-22 – Humber Street, Island Bay – time-restricted parking
 - b. TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines
 - c. TR100-22 – The Parade, Island Bay – time-restricted parking
 - d. TR170-22 – The Parade, Island Bay – time-restricted parking

Whakarāpopoto | Executive Summary

1. A total of five proposed traffic resolutions were issued for consultation between Monday 18 July 2022 and Sunday 7 August 2022. All feedback received during the consultation period has been included in the traffic resolution reports attached to this document and, where appropriate, officers' responses have been included. After reviewing the feedback, four traffic resolutions are being recommended for approval (refer to recommendations).
2. One traffic resolution was deferred for the following reason:
 - TR98-22 was a resolution that proposes to install P120 time-restricted parking on the western side (northbound lane) of The Parade from the Humber Street intersection to approximately 280 The Parade. P120 maximum, Monday to Sunday 8:00am – 6:00pm. Deferred to re-consult following feedback to extend restrictions to P120 maximum, Monday to Sunday 8:00am – 8:00pm.

Takenga mai | Background

3. On 10 March 2022, the Pūroro Āmua - Planning and Environment Committee resolved to undertake safety improvements on The Parade in Island Bay, which included resealing, physically separated bike lanes, increased visibility at intersections and driveways, parking adjustments, mountable separators at driveways, bus stop improvements and traffic calming measures.
4. To complement the approved safety improvement works, Council Officers engaged with the Island Bay community, businesses, residents, and organisations to further identify areas of improvement that would cater to their specific needs and complement the overall community requirements.
5. This engagement formed part of finalising the draft Parking Management Plan for The Parade safety improvements.

6. The requests received from the community have been captured by Council Officers and are being presented to the Pūroro Āmua - Planning and Environment Committee for approval.
7. Five proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 18 July 2022. Copies were delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents associations and business associations. Electronic copies were also available on the Wellington City Council website.

Kōrerorero | Discussion

8. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - the proposed traffic resolution report as advertised for public feedback, or subsequently modified as a result of public feedback,
 - all feedback received, and
 - where appropriate, Council officers' responses to the feedback.

Kōwhiringa | Options

9. The attached 'Traffic Resolutions Summary Table PEC 15 September 2022' summarises the proposed changes which are detailed in the attached Traffic Resolutions.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

10. The proposed changes are in alignment with the Council Parking Policy at: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>

Engagement and Consultation

11. Five proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 18 July 2022. Copies were delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents associations and business associations. Electronic copies were also available on the Wellington City Council website.

Implications for Māori

12. Not applicable.

Financial implications

13. The funding for all works required in implementing these Traffic Resolutions can be met through existing budget.

Legal considerations

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

Risks and mitigations

15. None identified.

Disability and accessibility impact

16. The proposed changes will improve the accessibility for all users at all ages utilising different transport choices.

Climate Change impact and considerations

17. We need to move more people with fewer vehicles in Wellington, especially at peak travel times. We are looking at ways to give buses more priority while making sure walking, cycling and other transport options are not unduly affected. The benefits of the bus related resolution will be realised by more people using public transport, less traffic and therefore reduced greenhouse gas emissions.

Communications Plan

18. Not required







Health and Safety Impact considered

19. We have considered the safety impacts of these proposals with the aim to improve safety of all road users.

Ngā mahinga e whai ake nei | Next actions

20. If approved, the proposals will be installed within the following three months.

Attachments

| | | |
|---------------|--|---------|
| Attachment 1. | TR97-22 – Humber Street, Island Bay – time-restricted parking parking, no stopping lines ↓  | Page 45 |
| Attachment 2. | TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines ↓  | Page 55 |
| Attachment 3. | TR100-22 – The Parade, Island Bay – time-restricted parking ↓  | Page 65 |
| Attachment 4. | TR170-22 – The Parade, Island Bay – time-restricted parking ↓  | Page 72 |
| Attachment 5. | Traffic Resolutions Summary Table PEC September 2022 ↓  | Page 79 |
| Attachment 6. | Table of Traffic resolutions legal Description PEC Sept 2022 ↓  | Page 81 |

We are proposing changes in your area

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Kia ora,

This leaflet is to let you know about changes we are proposing to make in your neighbourhood.

Proposal:

| | |
|---|---|
| Reference | TR97-22 – Humber Street, Island Bay – time-restricted parking |
| What we'd like to do | <ul style="list-style-type: none"> Install P10 time-restricted parking on the southern side of Humber Street near the corner of The Parade Install P120 time-restricted parking on both the northern and southern sides of Humber Street from approximately 13 Humber Street to the intersection with The Parade. |
| Why we are proposing the change | <ul style="list-style-type: none"> We have received a request from St Hilda's Anglican Church about improving access for church goers. During the day, vehicles are parked on Humber Street for extended periods making it difficult for churchgoers and other community members to park in this vicinity. Having time-restricted parking on Humber Street will allow vehicle turn over, effectively freeing up parking spaces for other people who use this area. |
| Location – where we propose to make the change | Humber Street, Island Bay – outside and opposite number 13 to the intersection of The Parade |
| Impact | <ul style="list-style-type: none"> Strategic reasons for these changes – improves safety and accessibility for pedestrians and people driving. Net parking impact – time-restricted parking will replace unrestricted parking spaces. The net number of parking spaces will remain the same. Pedestrian impact – positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. |
| Additional information | <ul style="list-style-type: none"> Average daily traffic count – 829 To view the legal description for this traffic resolution, a copy of the report will be available on the Council's website from 9am on Monday 18 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the traffic resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading |

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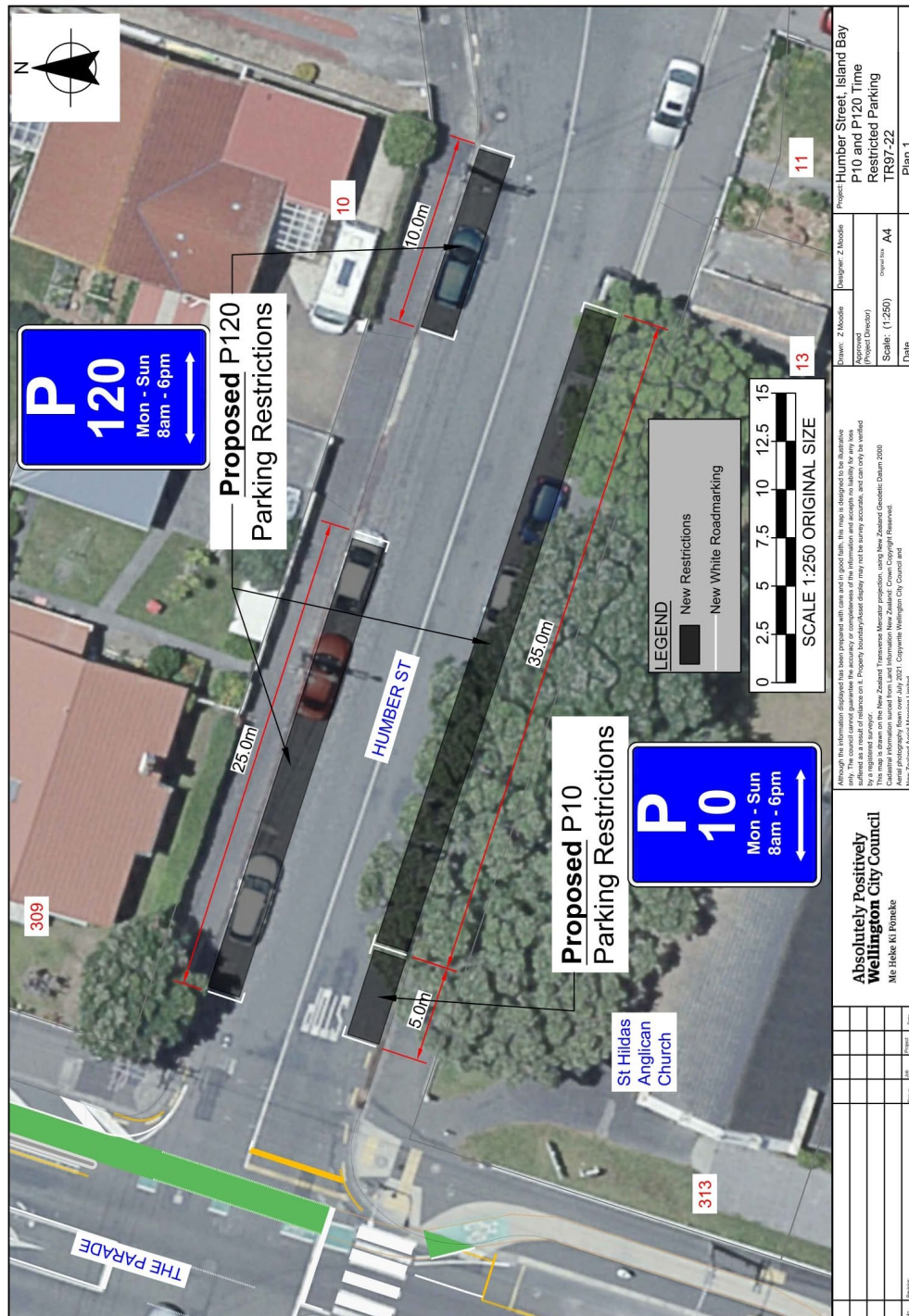
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| | |
|------------|--|
| | <p>a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback, the consultation period opens at 9 am on Monday 18 July 2022 and finishes at 5 pm on Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information. |
| Next steps | <ol style="list-style-type: none">1. Feedback collated by Friday 12 August 2022.2. The proposal will go to Pūroro Āmua, the Planning and Environment Committee on Thursday 8 September 2022. If approved, the proposal will be installed in the following three months. |

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Traffic resolutions plan: TR97-22 Humber Street, Island Bay – P10 and P120 time-restricted parking



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Legal description:

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

| Column one | Column two | Column three |
|----------------------|---|---|
| Humber Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>North side, commencing 8 metres east of its intersection with The Parade (grid coordinates X= 1,748,212.05 m Y= 5,421,929.88m) and extending in an easterly direction following the northern kerbline for 25 metres.</i> |
| Humber Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>North side, commencing 43 metres east of its intersection with The Parade (grid coordinates X= 1,748,212.05 m Y= 5,421,929.88m) and extending in an easterly direction following the northern kerbline for 10 metres.</i> |
| Humber Street | <i>P10 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>South side, commencing 8 metres east of its intersection with The Parade (grid coordinates X= 1,748,208.33 m Y= 5,421,919.09 m) and extending in an easterly direction following the southern kerbline for 5 metres.</i> |
| Humber Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>South side, commencing 13 metres east of its intersection with The Parade (grid coordinates X= 1,748,208.33 m Y= 5,421,919.09 m) and extending in an easterly direction following the southern kerbline for 35 metres.</i> |

Prepared By: Patrick Padilla **(Project Manager)**

Approved By: Zackary Moodie **(Team Leader Transport Engineering)**

Date: 06/07/22

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Feedback

Name: Jonathan Cutts – St Hilda’s Anglican Church

Suburb: Island Bay

Agree: Yes

Thank you for publicising our submission to you regarding parking adjacent to our church. Thank you for your efforts. We look forward to the outcome.

Officer’s Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Streets should not be used for long term storage of private property. Streets are for activities and movements. All areas of the city should have short term (e.g. P10) spaces for people who need to be sure they can arrive and drop off or pick up things. That helps avoid parking on footpaths and double parking. Most long-term parking should be changed to P120, provided spaces can be booked for tradespeople who are doing work and a few other purposes. I wrote extensively on this subject in my Parking Policy submission. I also recommended that there be P10 or loading zones that mobility card holders can use for longer periods, instead of dedicated mobility parks. That will give mobility card holders more places to park while increasing overall use of the spaces.

Officer’s Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. Short-term parking such as P10 parking spaces and (unrestricted) loading zones are available for all road users to use, including mobility card holders. However, all users must abide by the time restriction allocated to the space, a parameter that is set by the Ministry of Transport Land Transport Rule: Traffic Control Devices.

Name: Chad T

Suburb: Island Bay

Agree: No

There is not enough parking for residents now that the cycle lane changes have taken away parking spaces. Where are we supposed to park to get home safely?

Officer’s Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking.

Name: RisinVortex

Suburb: Island Bay

Agree: No

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I'm not in favour of any of this. Local businesses must have a chance to succeed. They have been through a tough time due to Covid/lack of tourism, other already made changes to the Parade. At some point people must be listened to.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: FreedomtoChoose

Suburb: Island Bay

Agree: No

No need for it, you are destroying this suburb for NO REASON

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking.

Name: Kerin Moriarty

Suburb: Island Bay

Agree: No

Wellington City Council has pushed visitors' ability to park on The Parade into side streets and now you want to restrict how long people can park in residential streets for no reason. In an area where there is no commercial need for this restriction it is senseless.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: Gtutty

Suburb: Island Bay

Agree: No

There are not enough parks for residents and the town area parking isn't busy enough to expand time restricted parking areas

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking.

We are proposing changes in your area

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The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: NickHolm

Suburb: Island Bay

Agree: No

Dear Wellington City Council, We are writing to strongly oppose the proposal to replace the current parking in Humber Street with time-restricted parking (TR97-22). We are residents of The Parade and, following the removal of the car parks in front of our house, the Humber Street parks are now the closest car parks to our house that do not require us to cross a very busy main road. As a family with two children under ten, this safe accessibility is important to us. We do not have off street parking on our property. The proposal suggests that the current parking arrangement makes "it difficult for ... community members to park in this vicinity." This statement does not take into account the situation of community members who, like us, rely upon the current parking arrangement for our everyday parking near our home. If the street were changed to time-restricted parking, we would no longer have safe accessible parking near our house. A similar point applies in relation to the proposal to change the status of the parks on the Western side of the Parade ref (TR98-22). Although we do not use these parks by preference (as they require us and our children to cross a busy road), circumstances are such that they are sometimes the only parks available close to our house. We are not opposed to the changing of parking status in general. We supported the removal of parking from the Parade as an important contribution to a safer and more accessible community. However, the proposed changes will make it difficult for us to use our car to take our children to and from sporting and civic events, and to load and unload items from the car like groceries. We were happy to make some changes to support the positive transformation of our community, however we request that we be left somewhere to reliably park our car near our home. If there are concerns that these parks are being monopolized by those who are not members of the community, then the implementing a mix of residents parking and time limited parking would better reflect community need.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

We acknowledge that people in our community will have to work together for an outcome that best serves the overall needs. Noting that the proposed time-restricted parking on Humber Street is only effective from 8am to 6pm, overnight parking is still permitted for residents and other road users. From 13 Humber Street and on Clyde Street, parking will remain unrestricted.

Name: Clive

Suburb: Island Bay

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Agree: Yes

As the most affected resident I support the proposal. The church hall on the corner of Humber Street is used by many people throughout the week for numerous activities. People need to drop off kids and they need to park for short times to participate in the activities. Many are elderly and need somewhere to park as mobility is a problem. Long term parking limits availability of parks for users. We've seen cars, Caravans and Motorhomes parked there for weeks on end, as well as day trippers into Wellington City and these stop people wanting to use the facility: I have one suggestion - that the limit be 3 hours on weekends. Activities in the church buildings (kids parties, concerts, Weddings and receptions, Church services with shared meals afterwards) last more than three hours.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The suggestion to increase the parking time restriction from two hours to three hours is welcome. During discussions with St. Hilda's Anglican Church, the request received was for a two-hour time restriction which was considered sufficient for their requirements.

We are happy to keep this suggestion in mind, continue to be in touch with St. Hilda's Anglican Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

Name: Ashleigh

Suburb: Mt Victoria

Agree: Yes

I hire venues in this area to teach classes. The proposed changes would allow for safe and easy drop-off and pick-up of children by their caregivers. As classes at the venues continue into the evening, it would be preferable for the P120 to extend beyond 6pm, to 8pm.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The suggestion to increase the parking time restriction from 6pm to 8pm is welcome. During discussions with St. Hilda's Anglican Church, the request to have time restrictions valid until 6pm was deemed sufficient for their requirement.

We are happy to keep this suggestion in mind, continue to be in touch with St. Hilda's Anglican Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

Name: Patrick Morgan

Suburb:

Agree: Yes

I support the proposal. For these proposals to be successful, the Council will need to enforce time restrictions. With limited resources and high demand elsewhere, is the Council confident it can make these proposals work?

We are proposing changes in your area

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

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.

Name: Acnz

Suburb: Lyall bay

Agree: Yes

Extend P120 until 8pm for use of nearby community facilities and businesses

Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The suggestion to increase the parking time restriction from 6pm to 8pm is welcome. During discussions with St. Hilda's Anglican Church, the request to have time restrictions valid until 6pm was deemed sufficient for their requirement.

We are happy to keep this suggestion in mind, continue to be in touch with St. Hilda's Anglican Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

Name: Nat Zumba

Suburb: Melrose

Agree: Yes

P120 time-restricted to be EXTENDED from 8am to 8pm* to allow parking access for evening events at the Church hall and other nearby community venues. Lots of groups use the Wellington South Baptist church hall for several evenings per week from 7.30pm until 8.30pm. There are other groups that have evening events and many times there is more than one group using the Church facility or nearby facilities. In this particular instance, busing or cycling would not work because of heavy gear needed to run the classes. Community classes provide a crucial social connection within the Island Bay community and includes people with a range of age and physical abilities of which a time limited extension until 8pm would certainly benefit them. Thank you for your consideration

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The suggestion to increase the parking time restriction from 6pm to 8pm is welcome. During discussions with St. Hilda's Anglican Church, the request to have time restrictions valid until 6pm was deemed sufficient for their requirement.

We are happy to keep this suggestion in mind, continue to be in touch with St. Hilda's Anglican Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

We are proposing changes in your area

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Name: Chris Logan

Suburb: Island bay

Agree: No

This proposal is very awkward for residents who must park on the street overnight. There is a mistake with your menu selection here as I selected to submit on TR98-22 but this page has brought me to TR97-22

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. Your feedback for TR98-22 has been recorded.

Name: Efi

Suburb: Island Bay

Agree: Yes

P120 time-restricted is a good idea around the Wellington South Baptist Church, however the time limit to 6pm is of no use to those who use, including me, the church hall at 7.30pm. I feel unsafe having to park in a side street, at night, at least a block away and walk at night to the hall.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking. The suggestion to increase the parking time restriction from 6pm to 8pm is welcome. During discussions with St. Hilda's Anglican Church, the request to have time restrictions valid until 6pm was deemed sufficient for their requirement.

We are happy to keep this suggestion in mind, continue to be in touch with St. Hilda's Anglican Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

Name: Margaret Crisp

Suburb: Island bay

Agree: Yes

Church facilities play a big role in our community as spaces where a wide variety of groups meet.

Officer's Response:

Thank you for your feedback on TR97-22 Humber Street, Island Bay – time-restricted parking.

We are proposing changes in your area

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Kia ora,

This leaflet is to let you know about changes we are proposing to make in your neighbourhood.

Proposal:

| | |
|---|---|
| Reference | TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines |
| What we'd like to do | <ul style="list-style-type: none"> • Retain the P20 and P120 parking spaces by the shops at the southern end of The Parade, outside numbers 347 and 351 • Install one new P120 mobility parking space outside 349 The Parade • Add P120 time-restricted parking on the eastern side of The Parade, outside Shortland Park, between Reef Street and Derwent Street • Add a P10 time-restricted parking space on Reef Street by the corner of The Parade (outside 355 The Parade) • Add P120 time-restricted parking on the northern side of Reef Street from 28 Reef Street to the intersection of The Parade • Add no stopping lines on Reef Street between the driveways of 28 and 30 Reef Street. |
| Why we are proposing the change | <ul style="list-style-type: none"> • We have received requests from the shop owners and operators to improve access for their clients, customers, and visitors. During the day, vehicles are parked on The Parade for extended periods which makes it difficult for other members of the community to park in the vicinity. Having mobility and time-restricted parking on The Parade and Reef Street will allow improved access, and vehicle turn over, effectively freeing up parking spaces for other people who visit this area. No stopping lines on Reef Street will assist property owners by ensuring they have unobstructed access to their driveways. |
| Location – where we propose to make the change | <p>The Parade, Island Bay – from 347 to 355 The Parade</p> <p>The Parade, Island Bay – outside Shortland Park, between Reef Street and Derwent Street</p> <p>Reef Street, Island Bay – on the northern side of Reef Street from 28 Reef Street to the intersection of The Parade</p> |
| Impact | <ul style="list-style-type: none"> • Strategic reasons for the changes – improve safety and accessibility for pedestrians and people who drive. • Net parking impact – one mobility parking space, P10 and P120 time-restricted parking spaces will replace unrestricted parking spaces. The net number of parking spaces will remain the same. • Pedestrian impact – positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. |
| How this relates to the parking policy | <ul style="list-style-type: none"> • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, |

We are proposing changes in your area

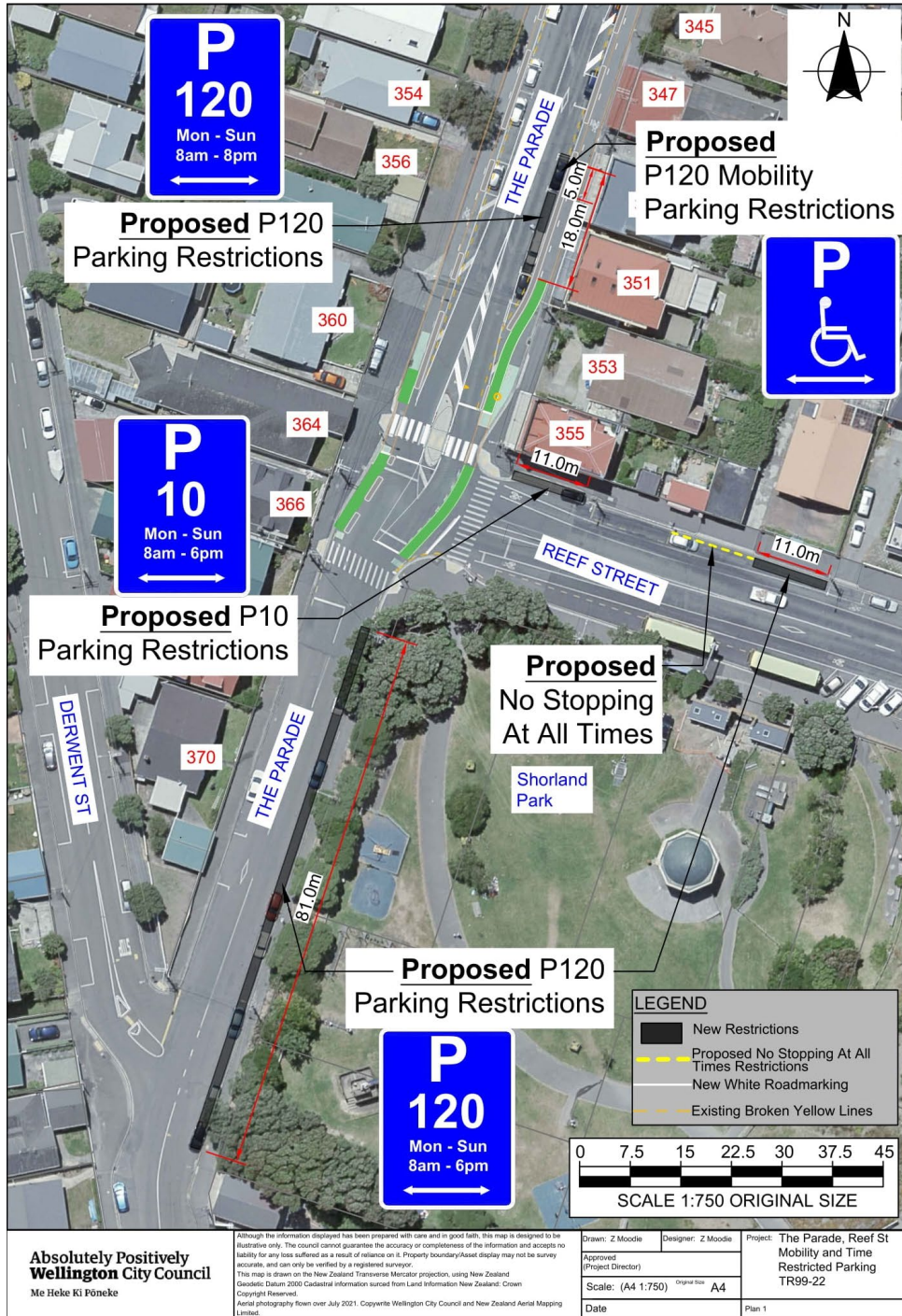
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| | |
|-------------------------------|---|
| | <p>community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</p> <ul style="list-style-type: none"> Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. |
| Additional information | <ul style="list-style-type: none"> Average daily traffic count – 6135 To view the legal description for this traffic resolution, a copy of the report will be available on the Council’s website from 9am on Monday 18 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the traffic resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9am on Monday 18 July 2022 and finishes at 5pm on Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information. |
| Next steps | <ol style="list-style-type: none"> Feedback collated by Friday 12 August 2022. The proposal will go to Pūroro Āmua, the Planning and Environment Committee on Thursday 8 September 2022. If approved, the proposal will be installed in the following three months. |

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Traffic resolutions plan: TR99-22 The Parade and Reef Street, Island Bay – mobility and time-restricted parking



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Legal description:

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

| Column one | Column two | Column three |
|-------------------|------------|---|
| The Parade | P120 | East side, commencing 18.8 metres north the northern kerbline of Reef Street (grid coordinates x= 1748128.8m y= 5421683.7m) and extending in a northerly direction for 43.2 metres. |

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

| Column one | Column two | Column three |
|-------------------|---|---|
| The Parade | Displaying an operation mobility permit only at all times | East side, commencing 41 metres north of its intersection with Reef Street (grid coordinates x= 1748128.8m y= 5421683.7m) and extending in a northerly direction following the eastern kerbline for 5 metres. |

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

| Column one | Column two | Column three |
|--------------------|--|---|
| The Parade | P120 maximum, Monday to Sunday 8:00am – 8:00pm | East side, commencing 28 metres north of Reef Street (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m), and extending in a northerly direction following the eastern kerbline for 18 metres. |
| Reef Street | P10 maximum, Monday to Sunday 8:00am – 6:00pm | North side, commencing 3 metres east of its intersection with The Parade (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m) and extending in an easterly direction following the northern kerbline for 11 metres. |
| Reef Street | P120 maximum, Monday to Sunday 8:00am – 6:00pm | North side, commencing 40 metres east of its intersection with The Parade (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m) and extending in an easterly direction following the northern kerbline for 11 metres. |
| The Parade | P120 maximum, Monday to Sunday 8:00am – 6:00pm | East side, commencing 11 metres south of its intersection with Reef Street (grid coordinates x= 1,748,111.14 m y= 5,421,651.53m) and extending in a southerly direction following the eastern kerbline for 81 metres. |

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Add to Schedule D (no stopping) of the Traffic Restrictions Schedule

| Column one | Column two | Column three |
|--------------------|-------------------------------------|--|
| Reef Street | <i>No stopping at all times</i> | <i>North side, commencing 27 metres east of its intersection with The Parade (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m) and extending in an easterly direction following the northern kerbline for 12.5 metres.</i> |

Prepared By: Patrick Padilla **(Project Manager)**

Approved By: Zackary Moodie **(Team Leader Transport
Engineering)**

Date: 06/07/22

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Feedback

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Streets should not be used for long term storage of private property. Streets are for activities and movements. All areas of the city should have short term (e.g. P10) spaces for people who need to be sure they can arrive and drop off or pick up things. That helps avoid parking on footpaths and double parking. Most long-term parking should be changed to P120, provided spaces can be booked for tradespeople who are doing work and a few other purposes. I wrote extensively on this subject in my Parking Policy submission. I also recommended that there be P10 or loading zones that mobility card holders can use for longer periods, instead of dedicated mobility parks. That will give mobility card holders more places to park while increasing overall use of the spaces.

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

Short-term parking such as P10 parking spaces and (unrestricted) loading zones are available for all road users to use, including mobility card holders. However, all users must abide by the time restriction allocated to the space, a parameter that is set by the Ministry of Transport Land Transport Rule: Traffic Control Devices.

Name: Chris Johnson

Suburb: Island bay

Agree: No

Just STOP! You've ruined our suburb!

This missive will fall on deaf ears no doubt ... a blind person could see you've royally f---ed things up trying to better the situation by making it worse, a tragic mistake. Basically you've made the road too small taken away parks now want to limit parking even more why? Cyclists in significant numbers don't use it. What happens when you extend this madness to the sports fields, they will be rendered useless. is there a plan? Charging for parking where the used to be heaps almost criminal...densification? Why would you want to live in what a used to be quiet seaside community / fishing village that you can't fish in or find a parking space WCC has ruined my life and the quality and viability of many local businesses just STOP!

Please

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

We are proposing changes in your area

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Name: Erin Scott

Suburb: Island Bay

Agree: Not Stated

I am emailing from the downstairs flat at 26 Reef street Island bay, in the flat in there's 4 of us and the upstairs flat also have 4 people and we all have cars - due to our driveway situation we are only able to have 2 cars on the driveway and the rest of us have to park on the street.

I'm sure that in front of our flat it shouldn't be too much of a problem as it's meant to be in front of the cafe, I am just emailing to say that if it would affect us as we park in front of the house and across the street would something go in the way of resident car parking or something to avoid tickets?

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

The parking restrictions proposed on Reef Street is from outside 28 Reef Street toward The Parade. As such, the area outside 26 Reef Street will remain unchanged.

Name: Mark Ormsby

Suburb: Island Bay

Agree: No

The proposed parking restrictions of 120 mins in the two spaces you wish to monitor do not work for anyone.

The 120 mins outside the takeaways and shops need to be reduced to 10 mins until 8pm. A two-hour limit doesn't do anything for both businesses. In island bay people stop at the shop on the way home to support local shops. They don't do it for two hours. People in island bay order their fish and chips and then ask when it's ready and once told they zip down to the shops to pick up. Those living a bit further would appreciate a park outside during shop hours. That's how locals treat both shops. Two hours seems a hindrance for the rest of the community that only need ten- or 15-minutes max to use the businesses.

The 120 mins near Shorland Park (near Derwent) will do nothing. I've lived across from the park for the last 12 years. I can tell you that when used for parking, it is generally used by commuters who park their cars there and catch a bus to town to work. By 5-6pm that space is mostly vacant. So I don't know who you think you're gonna catch out with a ticket? By placing a two-limit parking restriction there you will drive people away from using the bus to work. On the weekends, Shorland park is used by families. But from what I've seen, if there's a shortage, they generally move out into Derwent street to park.

If you place a two-hour restriction there, people looking for more permanent parking will head down Derwent and take residential parking. Can you just make some residential parking instead please?

We are proposing changes in your area

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Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

The current short-term parking (P20) outside 347 The Parade will be retained, and new short-term parking (P10) is proposed on Reef Street. These, combined with P120 parking spaces are intended to cater to a variety of parking needs, particularly in supporting the local businesses. Those that require unrestricted parking have options on The Parade, Reef Street, Derwent Street, and Trent Street.

We are happy to keep the suggestion of resident's parking in mind, as we continue to be in touch with the local businesses and organisations and monitor the parking usage over the coming months. If any adjustments are needed, we can consider further changes at the time.

Name: RisinVortex

Suburb: Island Bay

Agree: No

I'm not in favour of any of this. Local businesses must have a chance to succeed. They have been through a tough time due to Covid/lack of tourism, other already made changes to the Parade. At some point people must be listened to.

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: FreedomtoChoose

Suburb: Island Bay

Agree: No

Ridiculous, you have destroyed what used to be a nice suburb with zero issues

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

We are proposing changes in your area

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Name: Kerin Moriarty

Suburb: Island Bay

Agree: No

Wellington City Council has pushed visitors' ability to park on The Parade into side streets and now you want to restrict how long people can park on The Parade and surrounding streets, if someone does manage to find a park for no reason. In an area where there is no commercial need for this restriction it is senseless. There are plentiful parks close to shops at this end of Island Bay already.

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: Martijn van der Tol

Suburb:

Agree: Not Stated

As part of these works can we please have some staple type bike parks on the footpath outside of the shops here, so that those of us who frequent these businesses can securely lock our bikes.

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

Adding bike parking in this area is certainly worth considering and can be a valuable addition for those on bikes and for the shops. This request will be passed on to our Public Spaces Development team who can look into this request.

Name: Patrick Morgan

Suburb:

Agree: Yes

I support the proposal. For these proposals to be successful, the Council will need to enforce time restrictions. With limited resources and high demand elsewhere, is the Council confident it can make these proposals work?

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

We are proposing changes in your area

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We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.

Name: Acnz

Suburb: Lyall bay

Agree: Yes

TR99 - 22 The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

Name: Tim Walshe

Suburb: Island bay

Agree: Not Stated

I'm replying to the proposed changes under the TR99-22 initiative set out in your pamphlet of 6/7/22.

Both Michael McCormac & I are now in the position of having no parking at all in front of our retail premises.

While this area's retail customers are searching for parking 7 days a week, the peak time for all the retail outlets in our block is the weekend.

Pacific orthopaedics now have a P120 mobility space gazetted. Is this a 24/7 restriction? I think the surgery is open 5 days a week (In their website they mention the clinic is not attended every day).

This being the case and given that the retail peak times are weekends, can you post the P120 mobility restriction to apply 9am to 5pm Monday to Friday. This would free up a valuable space for a critical need that I'm sure all the retailers will appreciate given the parking vacuum here.

Officer's Response:

Thank you for your feedback on TR99-22 – The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines.

The proposed mobility parking restriction applies at all times. A part-time mobility (class) restriction is not recommended as these spaces are meant for specific users and have specific requirements such as signs, road markings, and dimensions. Encouraging different class usage at varying times can lead to confusion and may prove less effective.

We understand that parking is in short supply which is why a number of P120 parking spaces are being proposed on The Parade by Shortland Park, P10's and P120 parking spaces on Reef Street.

We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

| | |
|---|---|
| Reference | TR100-22 – The Parade, Island Bay – time-restricted parking |
| What we'd like to do | <ul style="list-style-type: none"> Add P180 time-restricted parking on Sundays only on the eastern side (southbound lane) outside 75 The Parade. |
| Why we are proposing the change | <ul style="list-style-type: none"> We have received a request from the Serbian Orthodox Church about improving access for the church. During the day, vehicles are parked on The Parade for extended periods making it difficult for churchgoers and other community members to park in the vicinity. Having time-restricted parking on this section of The Parade will allow vehicle turn over, effectively freeing up parking spaces for members of the community who use this area. |
| Location – where we propose to make the change | The Parade, Island Bay – outside 75 The Parade |
| Impact | <ul style="list-style-type: none"> Strategic reasons for this change – improve safety and accessibility for pedestrians and people who drive. Net parking impact – time-restricted parking will replace unrestricted parking spaces. The net number of parking spaces will remain the same. Pedestrian impact – positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. |
| Additional information | <ul style="list-style-type: none"> Average daily traffic count – 6135 To view the legal description for this traffic resolution, a copy of this report will be available on the Council's website from 9am on Monday 18 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the traffic resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. |

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| | |
|-------------------|--|
| | <p>Please note if you are giving feedback, the consultation period opens at 9am on Monday 18 July 2022 and finishes at 5pm on Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information. |
| Next steps | <ol style="list-style-type: none"> 1. Feedback collated by Friday 12 August 2022. 2. The proposal will go to Pūroro Āmua, the Planning and Environment Committee on Thursday 8 September 2022. 3. If approved, the proposal will be installed in the following three months. |

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Traffic resolutions plan: TR100-22 The Parade, Island Bay – P180 time-restricted parking



We are proposing a change in your area

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Legal description:

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

| Column one | Column two | Column three |
|-------------------|---|--|
| The Parade | <i>P180 maximum, Sunday 8:00am – 6:00pm</i> | <i>East side, commencing 44 metres south of its intersection with Tamar Street (grid coordinates X= 1,748,434.34 m Y= 5,422,939.60 m) and extending in a southerly direction following the eastern kerbline for 16 metres.</i> |

Prepared By: Patrick Padilla **(Project Manager)**

Approved By: Zackary Moodie **(Team Leader Transport Engineering)**

Date: 06/07/22

We are proposing a change in your area

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Feedback

Name: RisinVortex

Suburb: Island Bay

Agree: No

I'm not in favour of any of this. Local businesses must have a chance to succeed. They have been through a tough time due to Covid/lack of tourism, other already made changes to the Parade. At some point people must be listened to.

Officer's Response:

Thank you for your feedback on TR100-22 The Parade, Island Bay – time-Restricted Parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of providing the community with better access to these premises and facilities.

Name: Kerin Moriarty

Suburb: Island Bay

Agree: No

Wellington City Council has pushed visitors' ability to park on The Parade into side streets and now you want to restrict how long people can park in residential streets on a Sunday for no reason. In an area where there is no commercial need for this restriction it is senseless.

Officer's Response:

Thank you for your feedback on TR100-22 The Parade, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of providing the community with better access to these premises and facilities.

Name: Gtutty

Suburb: Island Bay

Agree: No

There is enough parking for the public and current residents struggle to find parking already. Even in summer and busier months there is always enough parking and time restrictions are not necessary. The parking has already been reduced significantly and any person on the parade would disagree with the need for this change. Perhaps survey the residents and visitors in this area about parking availability more thoroughly because this just seems like a way to get more money in the councils' pockets.

Officer's Response:

Thank you for your feedback on TR100-22 The Parade, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of providing the community with better access to these premises and facilities as time restrictions encourage the

We are proposing a change in your area

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turnover of parked vehicles – effectively freeing up parking spaces by limiting how long vehicles can park.

Name: Ashleigh

Suburb: Mt Victoria

Agree: Yes

I hire venues in this area to teach classes. The proposed changes would allow for safe and easy drop-off and pick-up of children by their caregivers. As classes at the venues continue into the evening, it would be preferable for the P120 to extend beyond 6pm, to 8pm.

Officer's Response:

Thank you for your feedback on TR100-22 The Parade, Island Bay – time-restricted parking. The suggestion to extend the time restriction until 8pm is welcome. During discussions with the Serbian Orthodox Church, the request to implement a three-hour (P180) time restriction between 8am to 6pm was considered sufficient for their requirements.

We are happy to keep this suggestion in mind, continue to be in touch with the Serbian Orthodox Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

Name: Patrick Morgan

Suburb:

Agree: Yes

I support the proposal. For these proposals to be successful, the Council will need to enforce time restrictions. With limited resources and high demand elsewhere, is the Council confident it can make these proposals work?

Officer's Response:

Thank you for your feedback on TR100-22 The Parade, Island Bay – time-restricted parking. We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.

Name: Acnz

Suburb: Lyall bay

Agree: Yes

P120 time-restricted EXTENDED from 8am to 8pm* to support community venues and business

Officer's Response:

Thank you for your feedback on TR100-22 The Parade, Island Bay – time-restricted parking.

We are proposing a change in your area

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

The suggestion to extend the time restriction until 8pm is welcome. During discussions with the Serbian Orthodox Church, the request to implement a three-hour (P180) time restriction between 8am to 6pm was considered sufficient for their requirements.

We are happy to keep this suggestion in mind, continue to be in touch with the Serbian Orthodox Church, and monitor the usage over the coming months. If any adjustments are needed, we can consider further changes this at the time.

We are proposing changes in your area

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

Kia ora,

This leaflet is to let you know about changes we are proposing to make in your neighbourhood.

Proposal:

| | |
|---|---|
| Reference | TR170-22 – The Parade, Island Bay – time-restricted parking |
| What we'd like to do | <ul style="list-style-type: none"> Convert three parking spaces on the western side of The Parade (outside number 114) from P60 time-restricted parking to P10 time-restricted parking, 7am-10am and 3pm-6pm, Monday to Fridays. |
| Why we are proposing the change | <ul style="list-style-type: none"> We have received a request from Island Bay Childcare to assist parents and caregivers as they pick-up and drop-off children, particularly during busy times of the day. During these times, vehicles use the nearby parking spaces for longer periods, making it difficult for parents and caregivers to park in this vicinity. Having time-restricted parking during busy periods will allow vehicle turn over, effectively freeing up parking spaces for those that need access in this area. |
| Location – where we propose to make the change | The Parade, Island Bay – outside number 114 |
| Impact | <ul style="list-style-type: none"> Strategic reasons for these changes – improve safety and accessibility for pedestrians and people driving. Net parking impact – the net number of time-restricted parking spaces will remain the same. Pedestrian impact – positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. |
| Additional information | <ul style="list-style-type: none"> Average daily traffic count – 6135 To view the legal description for this traffic resolution, a copy of the report will be available on the Council's website from 9am on Monday 18 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the traffic resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. |

We are proposing changes in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

| | |
|-------------------|--|
| | <p>Please note if you are giving feedback, the consultation period opens at 9am on Monday 18 July 2022 and finishes at 5pm on Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information. |
| Next steps | <ol style="list-style-type: none">1. Feedback collated by Friday 12 August 2022.2. The proposal will go to Pūroro Āmua, the Planning and Environment Committee on Thursday 8 September 2022. If approved, the proposal will be installed in the following three months. |

We are proposing changes in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic resolutions plan: TR170-22 The Parade, Island Bay
P10 time-restricted parking, 7am-10am, 3pm-6pm, Monday to Friday, P60 at other times



We are proposing changes in your area

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

Legal description:

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

| Column one | Column two | Column three |
|-------------------|--|--|
| The Parade | <i>P60, Monday to Sunday, 8:00am – 6:00pm</i> | <i>West side, commencing 218 metres south of its intersection with Tamar Street (grid coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 11.5 metres</i> |
| The Parade | <i>P10, Monday to Friday, 7:00am – 10:00am, 3:00pm – 6:00pm. P60, at other times</i> | <i>West side, commencing 229.5 metres south of its intersection with Tamar Street (grid coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 17 metres</i> |

Prepared By: Patrick Padilla **(Project Manager)**

Approved By: Zackary Moodie **(Team Leader Transport Engineering)**

Date: 06/07/22

We are proposing changes in your area

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

Feedback

Name: Megan Williams

Suburb: Island Bay

Agree: No

I oppose the change in parking from 60 mins to 10 minutes.

This change would directly disadvantage all the other local businesses who rely on customers parking for more than 10 mins e.g. for 30-to-60-minute appointments. Parking in island bay is scarce.

If this proposal does get approved, the 10 min time limits should be restricted to the hours of 7-9am, and 4-6pm. This allows people to attend appointments with other island bay business during business hours.

Officer's Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

The P10 time restrictions being proposed are effective from 7am-10am, 3pm-6pm, Mondays to Fridays only. A P60 time restrictions takes place at other times.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Streets should not be used for long term storage of private property. Streets are for activities and movements. All areas of the city should have short term (e.g. P10) spaces for people who need to be sure they can arrive and drop off or pick up things. That helps avoid parking on footpaths and double parking. Most long-term parking should be changed to P120, provided spaces can be booked for tradespeople who are doing work and a few other purposes. I wrote extensively on this subject in my Parking Policy submission. I also recommended that there be P10 or loading zones that mobility card holders can use for longer periods, instead of dedicated mobility parks. That will give mobility card holders more places to park while increasing overall use of the spaces.

Officer's Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-restricted parking. Short-term parking such as P10 parking spaces and (unrestricted) loading zones are available for all road users to use, including mobility card holders. However, all users must abide by the time restriction allocated to the space, a parameter that is set by the Ministry of Transport Land Transport Rule: Traffic Control Devices.

We are proposing changes in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: RisinVortex

Suburb: Island Bay

Agree: No

I'm not in favour of any of this. Local businesses must have a chance to succeed. They have been through a tough time due to Covid/lack of tourism, other already made changes to the Parade. At some point people must be listened to.

Officer's Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of providing the community with better access to these premises and facilities.

Name: Kerin Moriarty

Suburb: Island Bay

Agree: No

Wellington City Council has pushed visitors' ability to park on The Parade into side streets and now you want to restrict how long people can park on The Parade even if by some miracle someone does manage to find a park for no reason. In an area where there is no commercial need for this restriction it is senseless. The impact of changes to the cycleway on businesses should have been considered before initial changes were made.

Officer's Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: Gtutty

Suburb: Island Bay

Agree: No

This is unnecessary there are always enough parks in the town centre and supermarket parks already provided. These proposals are outside resident homes which have already had their parking availability reduced significantly with the recent cycle way changes. I never struggle to find a park even at busy times and times of year in the town Centre and towards the beach where public parking should be available. From 150-340 the parade, time restricted parking is so unnecessary and feels like a move to start sniping more parking fines from people who live out in further suburbs- these parks are going to be empty the majority of the time, have you seen island bay at any time other than 5pm? You can get parks directly outside of any shop in the town area and by 7pm it's pretty much deserted. Please rethink these proposals!! I live out in the suburbs for cheaper rent and the ability to have parking like many other residents who have to drive to work or drive their families, we are not a busy suburb 🙄

We are proposing changes in your area

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

Officer's Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-restricted parking. The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses by providing the community with better access to these premises and facilities.

Name: Patrick Morgan

Suburb:

Agree: Yes

I support the proposal. For these proposals to be successful, the Council will need to enforce time restrictions. With limited resources and high demand elsewhere, is the Council confident it can make these proposals work?

Officer's Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-restricted parking. We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.

Name: Acnz

Suburb: Lyall bay

Agree: Yes

Extend P120 until 8pm for use of nearby community facilities and businesses

Response:

Thank you for your feedback on TR170-22 The Parade, Island Bay – time-Restricted Parking.

Traffic Resolutions Summary Table PEC September 2022

| Traffic Resolution (TR) | Location | Current State | Proposed State | Strategic Driver | Source of TR | Net Parking Loss/gain | Annual Parking Revenue Impact | Beneficiaries of Proposed Change | | | Description of Proposed Change | Feedback |
|-------------------------|--------------------------------------|----------------------|--|-----------------------|--------------|-----------------------|-------------------------------|----------------------------------|-----------------------------|--|--|-------------------------------------|
| | | | | | | | | Weekday Traffic Volume | Weekly Bus Passenger Number | Public Impact (Pedestrian; cyclist, Bus patron, accessibility) | | |
| TR97-22 | Hunter Street, Island Bay | Unrestricted Parking | Time Restricted parking | Safety, Accessibility | Public | 0 | N/A | 829 | N/A | <ul style="list-style-type: none"> Net parking impact – time-restricted parking will be put in place of unrestricted parking spaces. The net number of parking spaces will remain the same. Pedestrian impact - positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. | <ul style="list-style-type: none"> Install P10 time restricted parking space on the southern side of Humber Street near its corner with The Parade Install P120 time restricted parking on both northern and southern side of Humber Street from approximately 13 Humber Street to the intersection of The Parade | No – 6 Yes - 9 |
| TR99-22 | The Parade & Reef Street, Island Bay | Unrestricted parking | Mobility parking & Time Restricted parking | Safety, Accessibility | Public | 0 | N/A | 6135 | N/A | <ul style="list-style-type: none"> Net parking impact – one mobility parking, P10 and P120 time-restricted parking spaces will be put in place of unrestricted parking spaces. The net number of parking spaces will remain the same. Pedestrian impact - positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. | <ul style="list-style-type: none"> Retain the P20 and P120 parking spaces on The Parade outside the shops. Install one new P120 mobility parking space outside 349 The Parade. Add P120 time restricted parking on the eastern side of The Parade, outside Shortland Park, between Reef Street and Derwent Street. Add P10 time restricted parking space on Reef Street by the corner of The Parade (outside 355 The Parade). Add P120 time restricted parking on the northern side of Reef Street from 28 Reef Street to the intersection of The Parade. Add No Stopping Lines on Reef Street between the driveways of 28 and 30 Reef Street. | No – 6 Yes – 3 Not Stated - 3 |
| TR100-22 | The Parade, Island Bay | Unrestricted Parking | P180 Restricted parking | Safety, Accessibility | Public | 0 | N/A | 6135 | N/A | <ul style="list-style-type: none"> Net parking impact – time-restricted parking will be put in place of unrestricted parking spaces. The net number of parking spaces will remain the same. Pedestrian impact - positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. | <ul style="list-style-type: none"> Add P180 time restricted parking Sunday only on the eastern side (southbound lane) outside 75 The Parade. | No – 3 Yes - 3 |

Traffic Resolutions Summary Table PEC September 2022

| Traffic Resolution (TR) | Location | Current State | Proposed State | Strategic Driver | Source of TR | Net Parking Loss/gain | Annual Parking Revenue Impact | Beneficiaries of Proposed Change | | | Description of Proposed Change | Feedback |
|-------------------------|------------------------|-----------------------------|---|----------------------|--------------|-----------------------|-------------------------------|----------------------------------|-----------------------------|---|---|-------------------|
| | | | | | | | | Weekday Traffic Volume | Weekly Bus Passenger Number | Public Impact (Pedestrian; cyclist, Bus patron, accessibility) | | |
| TR170-22 | The Parade, Island Bay | P60 time restricted parking | P10 time-restricted parking, 7am-10am and 3pm-6pm, Monday to Fridays. | Safety Accessibility | Public | 0 | N/A | 6135 | N/A | <ul style="list-style-type: none"> Strategic reasons for these changes – improve safety and accessibility for pedestrians and people driving. Net parking impact – the net number of time-restricted parking spaces will remain the same. Pedestrian impact – positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination. | <ul style="list-style-type: none"> Convert three parking spaces on the western side of The Parade (outside number 114) from P60 time-restricted parking to P10 time-restricted parking, 7am-10am and 3pm-6pm, Monday to Fridays. | No – 4 Yes – 3 |

Table of Traffic Resolutions Legal Description PEC September 2022

| | | | |
|--|---|--|---|
| a) | (TR97-22) Humber Street, Island Bay – time-restricted parking | | |
| <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | Humber Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>North side, commencing 8 metres east of its intersection with The Parade (grid coordinates X= 1,748,212.05 m Y= 5,421,929.88m) and extending in an easterly direction following the northern kerbline for 25 metres.</i> |
| | Humber Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>North side, commencing 43 metres east of its intersection with The Parade (grid coordinates X= 1,748,212.05 m Y= 5,421,929.88m) and extending in an easterly direction following the northern kerbline for 10 metres.</i> |
| | Humber Street | <i>P10 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>South side, commencing 8 metres east of its intersection with The Parade (grid coordinates X= 1,748,208.33 m Y= 5,421,919.09 m) and extending in an easterly direction following the southern kerbline for 5 metres.</i> |
| | Humber Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>South side, commencing 13 metres east of its intersection with The Parade (grid coordinates X= 1,748,208.33 m Y= 5,421,919.09 m) and extending in an easterly direction following the southern kerbline for 35 metres.</i> |
| b) | (TR99-22) The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines | | |
| <i>Delete from to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | The Parade | <i>P120</i> | <i>East side, commencing 18.8 metres north the northern kerbline of Reef Street (grid coordinates x= 1748128.8m y= 5421683.7m) and extending in a northerly direction for 43.2 metres.</i> |
| <i>Add to Schedule B (Class Restriction) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | The Parade | <i>Displaying an operation mobility permit only at all times</i> | <i>East side, commencing 41 metres north of its intersection with Reef Street (grid coordinates x= 1748128.8m y= 5421683.7m) and extending in a northerly direction following the eastern kerbline for 5 metres.</i> |
| <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | The Parade | <i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i> | <i>East side, commencing 28 metres north of Reef Street (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m), and extending in a northerly direction following the eastern kerbline for 18 metres.</i> |

Table of Traffic Resolutions Legal Description PEC September 2022

| | | | |
|--|--------------------|--|--|
| | Reef Street | <i>P10 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>North side, commencing 3 metres east of its intersection with The Parade (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m) and extending in an easterly direction following the northern kerbline for 11 metres.</i> |
| | Reef Street | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>North side, commencing 40 metres east of its intersection with The Parade (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m) and extending in an easterly direction following the northern kerbline for 11 metres.</i> |
| | The Parade | <i>P120 maximum, Monday to Sunday 8:00am – 6:00pm</i> | <i>East side, commencing 11 metres south of its intersection with Reef Street (grid coordinates x= 1,748,111.14 m y= 5,421,651.53m) and extending in a southerly direction following the eastern kerbline for 81 metres.</i> |
| <i>Add to Schedule D (no stopping) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | Reef Street | <i>No stopping at all times</i> | <i>North side, commencing 27 metres east of its intersection with The Parade (grid coordinates x= 1,748,127.13m y= 5,421,664.94 m) and extending in an easterly direction following the northern kerbline for 12.5 metres.</i> |
| c) (TR100-22) The Parade, Island Bay – time-restricted parking | | | |
| <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | The Parade | <i>P180 maximum, Sunday 8:00am – 6:00pm</i> | <i>East side, commencing 44 metres south of its intersection with Tamar Street (grid coordinates X= 1,748,434.34 m Y= 5,422,939.60 m) and extending in a southerly direction following the eastern kerbline for 16 metres.</i> |
| d) (TR170-22) The Parade, Island Bay – time-restricted parking | | | |
| <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | | |
| | Column One | Column Two | Column Three |
| | The Parade | <i>P60, Monday to Sunday, 8:00am – 6:00pm</i> | <i>West side, commencing 218 metres south of its intersection with Tamar Street (grid coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 11.5 metres</i> |
| | The Parade | <i>P10, Monday to Friday, 7:00am – 10:00am, 3:00pm – 6:00pm. P60, at other times</i> | <i>West side, commencing 229.5 metres south of its intersection with Tamar Street (grid coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 17 metres</i> |

FUTURE ACCESS ROAD BETWEEN STRATHMORE AND MOA POINT

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update to Pūroro Āmua | Planning and Environment Committee on options for ensuring there remains an access road between Strathmore and Moa Point, as requested at the 14 April 2022 Pūroro Āmua | Planning and Environment Committee (refer to attachment 1).
2. This report asks Pūroro Āmua | Planning and Environment Committee to recommend that Officers continue to work with Wellington International Airport Limited (WIAL) to ensure public access along Stewart Duff Drive, or through alternative means as the airport expands.

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

Resolution passed at the 14 March 2022 Pūroro Āmua | Planning and Environment Committee.

Significance

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

Financial considerations

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

3. There are no allocations in the current LTP. Budget for future acquisition and construction of a public road will be included in the 30 Year Infrastructure Strategy for consultation through, and consideration at, the next LTP.

Risk

- Low Medium High Extreme

4. Not applicable.

| | |
|------------|--|
| Author | Laura Dowdall-Masters, Principal Advisor Business Engagement |
| Authoriser | Liam Hodgetts, Chief Planning Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information
- 2) Note that through WIAL's 2040 Masterplan and letter from John Howarth, GM Infrastructure and Development at WIAL, WIAL is committed to ensuring public access through Stewart Duff Drive for the foreseeable future, unless it causes operational disruption, safety risks, or if there is a regulatory driver for change
- 3) Agree that Council includes the acquisition and construction of a public road in the 30 Year Infrastructure Strategy for consultation through, and consideration at, the next LTP.
- 4) Note that Council does not currently have available any legal means to require WIAL to provide continued public access across their land.
- 5) Note Officers will continue engaging with WIAL on Stewart Duff Drive, and work towards a solution if public access through this road is restricted as WIAL plan their airport terminal expansion.

Whakarāpopoto | Executive Summary

5. At the 14 April 2022 Pūroro Āmua | Planning and Environment Committee Councillors requested that Officers bring a report to Councillors by the end of September 2022 to outline a process to ensure there remains an access road between Strathmore and Moa Point.
6. Stewart Duff Drive is the most direct way to drive between Strathmore and Moa Point, however Stewart Duff Drive is privately owned by WIAL and WIAL has no legal obligation to ensure use for the general public.
7. Through both the 2040 Master Plan, and official correspondence with WCC, WIAL have indicated that they will allow public access along Stewart Duff Drive for the foreseeable future, unless there are serious operational, safety, or regulatory drivers for change.
8. Officers have engaged WIAL about continued public access, and WIAL are willing to work together to provide alternative means of public access between Strathmore and Moa Point in the future if public access along Stewart Duff Drive was restricted by the airport terminal expansion. This could include a through road along the Eastern perimeter of the now Miramar Golf Club.

Takenga mai | Background

9. At the 14 April 2022 Pūroro Āmua | Planning and Environment Committee Councillors requested that Officers bring a report to Councillors by the end of September 2022 to outline a process to ensure there remains an access road between Strathmore and Moa Point.

10. Stewart Duff Drive is approximately 1.5kms long, and connects Strathmore to Moa Point (see attachment 2). It is currently the most direct way to drive between Strathmore and Moa point.
11. Stewart Duff Drive is privately owned by WIAL. WIAL has no legal obligation to ensure use for the general public.
12. In addition to use as a thoroughfare, it is used by public commuters to enter the terminal, for pick-up/drop-off, and to access long stay and short-term parking. It is also used by trucks and other service vehicles for airport related activities, including cargo delivery.
13. In 2013, WIAL installed barrier arm gates on the Northern end of the road. This was in response to the large volumes of throughfare the road was experiencing, which had led to traffic, people missing their flights, plus delays in getting cargo to planes.
14. Between January and June 2021 WIAL monitored the use of Stewart Duff Drive as a thoroughfare. Approximate 20% of all North to South trips transited through the airport, which is approximately 1,000 trips a day (see attachment 3). WIAL believe South to North trips are similar in number and that the total number of trips would have increased since the 2021 counts.

Kōrerorero | Discussion

15. There are limited practicable and reasonable options open to Council to secure Stewart Duff Drive as a public road. The majority of surrounding land is privately owned by WIAL and under a designation to ensure the future operation of the airport. WIAL is not legally obligated to provide public throughfare on roadways they own (see attachment 4).
16. Options to purchase the land through negotiation will always be open to Council if WIAL agreed. Compulsory acquisition is possible but not recommended given the WIAL current masterplan settings suggest this would be disputed. Given the designation, Officers also believe this option would be unsuccessful. Using a legal easement to ensure public access would be subject to WIAL's conditions and their current by-laws, and therefore would not materially alter the current situation.
17. Due to the ownership and strategic importance of this roadway for WIAL, options for ensuring public access will be best served through a collaborative effort with WIAL.
18. In February 2022 John Howarth, GM Infrastructure and Development at WIAL, wrote to Council to address public access (see attachment 5). In this letter he says "*we envisage that north-south access will be available for public use for the foreseeable future, provided it does not impinge on our operational efficiency, safety or if there is a regulatory driver for change*".
19. The WIAL 2040 Masterplan (see attachment 6) shows plans that include Stewart Duff Drive as having public access until the future Airport and terminal expansion occurs.
20. The Masterplan includes a future larger terminal footprint, due to the forecast increase in passengers and cargo traffic by 2040. WIAL has purchased land from the Miramar Golf Club on the East side of the current airport site to accommodate this expansion.

21. When this expansion takes place it would likely result in the reallocation of Stewart Duff Drive to the public. The expansion plan (see attachment 6) includes concept designs for a through road to be relocated along the Eastern perimeter of the Miramar Golf Club land, therefore connecting Strathmore to Moa Point. It is anticipated the road would connect with the end of Raukawa Street.
22. WIAL's letter offers, through a suitable land transaction, to work with Council on a road connection using land on the outer edge boundary as referred to above.
23. Council Officers commissioned a traffic count for Stewart Duff Drive to provide an updated understanding of public usage. This took place Tuesday 9 August 2022 and showed similar levels of thoroughfare trips to numbers provided by WIAL from 2021. Around 1,000 members of the public used Stewart Duff Drive as a thoroughfare travelling North, and around 1,000 used the road to travel South. According to WIAL around 300 of these trips could be WIAL staff/car parking customers exiting the airport at the South exit gates and using Freight Drive for the Long-Term Car Park / Staff Car Park.

Kōwhiringa | Options

24. Agree for Officers to continue to work with WIAL to ensure continuity of access between Strathmore and Moa Point for the long term future.
25. Agree that in continuing to work with WIAL on the future of the road's location and ownership, Council also includes the acquisition and construction of a new public road running along WIAL's future eastern boundary to be included in the 30 Year Infrastructure Strategy for consideration and consultation in the next LTP.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

26. As one of the roads to exit the Miramar Peninsular, ensured public usage of Stewart Duff Drive contributes to a safe, resilient and reliable core transport infrastructure network.

Engagement and Consultation

27. WIAL has been involved in discussion.

Implications for Māori

28. Mana Whenua have advised that this is a culturally significant area and that they have a keen interest in its future. At this point in time, they wish to be kept informed of progress regarding the planning for a possible future road.

Financial implications

29. The financial implications will not be known until the LTP is adopted and the road placed in the inner or outer years of the LTP. All of which will be subject to a special consultative process as required by the LGA.

Legal considerations

30. Not applicable.

Risks and mitigations

31. No material risks have been identified with this recommendation as a future decision and the risks associated with it will be considered at the next LTP if the officer recommendations are supported.

Disability and accessibility impact

32. Appropriate design standards considering accessibility and mode-shift will be part of any future design.

Climate Change impact and considerations

33. Not applicable.

Communications Plan

34. Not applicable.







Health and Safety Impact considered

35. Not applicable.

Ngā mahinga e whai ake nei | Next actions

36. Subject to Pūroro Āmua | Planning and Environment Committee approval, direct Officers to continue engaging with WIAL on Stewart Duff Drive, and to work towards a solution if or when public access changes

Attachments

| | | |
|---------------|---|----------|
| Attachment 1. | Resolution by DM Free in the 14 March 2022 Pūroro Āmua Planning and Environment Committee ↓  | Page 89 |
| Attachment 2. | Stewart Duff Drive - aerial photo ↓  | Page 101 |
| Attachment 3. | WIAL Stewart Duff Drive traffic counts ↓  | Page 102 |
| Attachment 4. | WIAL By-law, Roads and motor vehicles ↓  | Page 103 |
| Attachment 5. | Letter from John Howarth, GM Infrastructure and Development, WIAL ↓  | Page 106 |
| Attachment 6. | WIAL masterplan 'WLG 2040' ↓  | Page 107 |

**PŪRORO ĀMUA | PLANNING AND
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14 APRIL 2022

**Absolutely Positively
Wellington City Council**
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ORDINARY MEETING

OF

**PŪRORO ĀMUA | PLANNING AND ENVIRONMENT
COMMITTEE**

MINUTES

Time: 9:30am
Date: Thursday, 14 April 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

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

**PŪRORO ĀMUA | PLANNING AND
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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9:30am and invited members to stand and read the following karakia to open the meeting.

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

(Councillor Foon and Councillor Rush joined the meeting at 9:30am)

1.2 Apologies

Moved Councillor Pannett, seconded Deputy Mayor Free

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Accept the apologies received from Councillor Young for early departure, Liz Kelly for lateness and Mayor Foster for absence on Council business.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Pannett, seconded Deputy Mayor Free

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Approves the minutes of the Pūroro Āmua | Planning and Environment Committee Meeting held on 10 March 2022, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

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1.5 Items not on the Agenda

There were no items not on the agenda.

1.6 Public Participation

1.6.1 Imogen Kennedy-Smith

As an individual, Imogen Kennedy-Smith spoke via video to item 2.1 Petition: Halt roadworks of Riddiford St North. The recording can be viewed here:

<https://youtu.be/LkVa5POJxnU?t=303>

1.6.2 Riddiford Medical Specialists, Newtown

Representing Riddiford Medical Specialists, Andrew Kennedy-Smith spoke video to item 2.1 Petition: Halt roadworks of Riddiford St North. The recording can be viewed

here: <https://youtu.be/LkVa5POJxnU?t=536>

1.6.3 Erica Mangin

As an individual, Erica Mangin spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.4 Stephen Maslin

As an individual, Stephen Maslin spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.5 Morgan Hanks

As an individual, Morgan Hanks spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.6 Doctors for Active Safe Transport (DAST)

Representing Doctors for Active Safe Transport (DAST), Dr Paul Glover spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.7 Brian Main

As an individual, Brian Main spoke on the topic of Removal of car parking Riddiford St, Adelaide Rd, Kent and Cambridge Terrace.

1.6.8 Eliza Prestidge Oldfield

As an individual, Eliza Prestidge Oldfield spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.9 Yadana Saw

As an individual, Yadana Saw spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.10 Felicity Wong

As an individual, Felicity Wong spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

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1.6.11 Capital City Cars

Representing Capital City Cars, Scott Dudley spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

1.6.12 **Max Olijnyk**

As an individual, Max Olijnyk spoke to item 2.1 Petition: Halt roadworks of Riddiford St North.

(Mayor Foster and Liz Kelly joined the meeting at 10:49am)

The meeting adjourned at 10:54am and reconvened at 10:59am with all members present.

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2. Petitions

The meeting adjourned at 11:16am and reconvened at 11:22am with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Rush, Councillor Woolf, Councillor Young.

(Liz Kelly returned to the meeting at 11:47am.)

The meeting adjourned at 12:14pm and reconvened at 1:15pm with the following members present: Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Rush.

(Councillor Woolf returned to the meeting at 1:17pm.)

(Mayor Foster returned to the meeting at 1:50pm.)

(Councillor Rush left the meeting at 2:00pm.)

2.1 Halt roadworks of Riddiford St North

Moved Councillor Calvert, seconded Councillor Woolf, the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. **Suspend further work on the Newtown trial cycleway until such time as all businesses along the route have been specifically engaged with by Council officers on the detailed design and have had their suggestions, concerns and questions reasonably addressed.**

Secretarial note: The motion was moved with amendments, as marked in red.

Moved Councillor Foon, seconded Councillor Fitzsimons, the following amendment

Resolved

3. **Note that after feedback from businesses in John Street provisions have been made to retain the existing loading zone as a time restricted on-street loading zone/P10 (approximately 2 parks) 7pm-7am as well as establish a new full time loading zone on the hospital access road just south of the shops.**
4. **Note that there will be new public parking available at the children's hospital.**
5. **Note that formal consultation will be conducted once the trials are in place to gather feedback on lived experience to inform decision making along with data.**
6. **Note that a WCC standard level of service for loading zones will be prepared to support businesses as Council rolls out the ambitious capital works programme.**
7. **Direct officers to require compliance with the agreement that 20 public parks are**

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provided in the Countdown supermarket carpark.

Carried

A division was called for, voting on which was as follows:

For:

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

Majority Vote: 14:0

Carried

Moved Councillor Calvert, seconded Councillor Woolf, the following substantive motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
- ~~2. Suspend further work on the Newtown trial cycleway until such time as all businesses along the route have been specifically engaged with by Council officers on the detailed design and have had their suggestions, concerns and questions reasonably addressed.~~
3. Note that after feedback from businesses in John Street provisions have been made to retain the existing loading zone as a time restricted on-street loading zone/P10 (approximately 2 parks) 7pm-7am as well as establish a new full time loading zone on the hospital access road just south of the shops.
4. Note that there will be new public parking available at the children's hospital.
5. Note that formal consultation will be conducted once the trials are in place to gather feedback on lived experience to inform decision making along with data.
6. Note that a WCC standard level of service for loading zones will be prepared to support businesses as Council rolls out the ambitious capital works programme.
7. Direct officers to require compliance with the agreement that 20 public parks are provided in the Countdown supermarket carpark.

Carried

Secretarial note: the motion was decided part by part, the divisions of which were as follows:

Clause 2

For:

Councillor Calvert, Liz Kelly, Councillor Rush, Councillor Woolf.

Against:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair).

Majority Vote: 4:10

Lost

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All remaining clauses

For:

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

Majority Vote: 14:0

Carried

Secretarial note: the petitioner tabled a page of 10 additional signatures, and advised that a further petition run on the same topic had brought the total number of signatures to 1232.

Attachments

- 1 Additional signature page
- 2 Cr Fitzsimons Tabled Document 1: Newtown School / Te Kura o Ngā Puna Waiora Board of Trustees
- 3 Cr Fitzsimons Tabled Document 2: Report for Objection Pursuant to Section 357 Of The RMA 1991
- 4 Cr Fitzsimons Tabled Document 3: Countdown Legal Agreement regarding Public Parking (redacted)

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3. General Business

3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main

Moved Councillor Condie, seconded Mayor Foster

Resolved

That Pūroro Āmua | Planning and Environment Committee:

1. Receive the information
2. Note that total capex required for Taranaki Street Wastewater Pump station and Rising Main project is now \$24 million against an LTP budget of \$6 million.
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).
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.
5. Note that the additional capex requirement will increase debt earlier than expected and will impact on rates.

Carried

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3.2 Actions Tracking

Moved Deputy Mayor Free, seconded Councillor O'Neill

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Carried

3.3 Forward Programme

Moved Deputy Mayor Free, seconded Councillor O'Neill

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
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.**

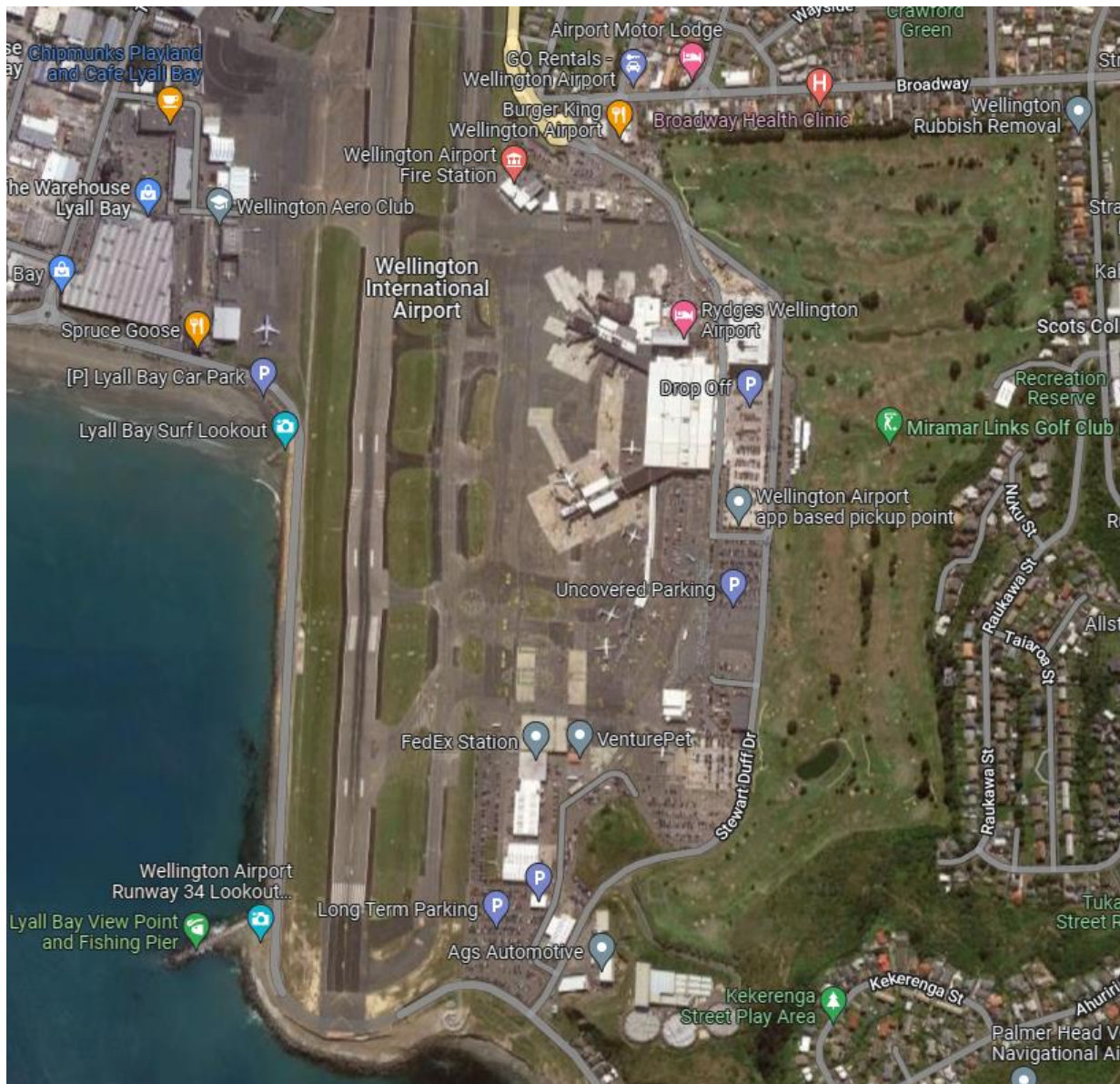
Carried

Secretarial note: The motion was moved with amendments, as marked in red.

The meeting concluded at 2:50 pm with the reading of the following karakia:

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

Authenticated: _____
Chair



Traffic Counts & Journey Times – Wellington Airport

Stewart Duff Drive

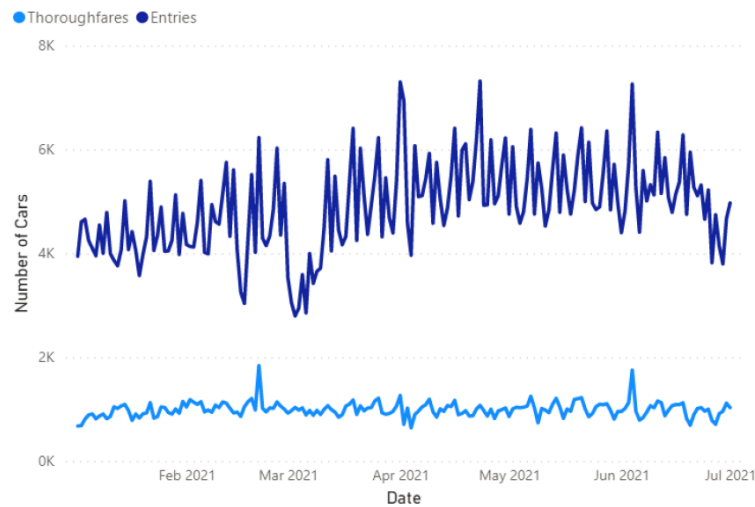
Some analysis has also been performed on the vehicles that travel North to South on SDD in a short period of time (i.e., those that are using the airport as a thoroughfare).

The following graph shows all entries to the airport via the Northern entry gates (in dark blue). The light blue shows the vehicles that have subsequently exited at the Southern exit gates within 4 minutes. The data excludes and plates that are registered in the system (i.e., to remove staff, particularly Air NZ staff who park in the South end of the precinct, contractors, WIAL vehicles etc.).

This graph covers the last six-month period from January – June 2021.

The key takeaway from this is that approx. 20% of traffic entering the airport is just transiting through the airport.

Cars Traveling Through the Airport by Day



Schedule **Wellington International Airport Bylaws** Reprinted as at
Approval Order 1995 1 October 2008

Part 1—*continued*

- (a) it takes place in a room or area approved by the chief executive for the purpose; and
 - (b) a written permit for it has first been obtained from the chief executive.
- (2) No person shall conduct any such event in contravention of the terms of the permit.

Part 2

Roads and motor vehicles

7 Airport roads

- (1) The company may, from time to time, make any area within the airport available as an airport road.
- (2) The company may, in relation to an airport road or part of the road, from time to time,—
 - (a) open the road or part of it to members of the public generally or a specified class or specified classes or persons:
 - (b) close the road or any part of it:
 - (c) revoke or vary the right of members of the public generally or a specified class or specified classes of persons to use the road or any part of it:
 - (d) declare that the road or any part of it is no longer available for use as an airport road:
 - (e) alter the area, size, or location of the road or any part of it:
 - (f) restrict traffic movement to one direction only:
 - (g) set aside any part of the road for use at all times or during specified times as a loading zone for vehicles loading or unloading passengers or goods or as a place where such vehicles may wait between trips:
 - (h) set aside any part of the road for the parking of motor vehicles subject to any prohibitions, limitations and restrictions as the company may from time to time impose.
- (3) The company may, from time to time, impose prohibitions, limitations and restrictions on the operation, stopping, stand-

Reprinted as at
1 October 2008

**Wellington International Airport Bylaws
Approval Order 1995**

Schedule

Part 2—continued

ing, or parking of motor vehicles on any airport road or any part of it.

- (4) The company shall erect notices or signs governing the use of airport roads in a manner set out in the Traffic Regulations 1976 and all prohibitions, limitations and restrictions imposed on the use of airport roads, whether by these bylaws or by the company or otherwise, shall be indicated by signs installed or marked out by the company in accordance with those regulations.

8 Compliance with directions and signs

Every driver and every person who is in charge of a motor vehicle shall comply with any lawful direction for the regulation of traffic given by a constable, or airport official, and with every traffic sign, directional indicator, line, dome, zone or marking laid down, placed or made at the airport.

Schedule bylaw 8: amended, on 1 October 2008, pursuant to section 116(a)(ii) of the Policing Act 2008 (2008 No 72).

9 Stopping and standing of vehicles on airport road

No person who is the driver, or person in charge, of any vehicle shall drive, stop, stand, or park that vehicle on any airport road in contravention of any prohibition, limitation or restriction imposed and indicated from time to time by any sign, notice or warning.

10 Speed

- (1) The company may, from time to time, restrict the speed at which vehicles may be driven at any locality at the airport.
- (2) No person shall drive a motor vehicle, other than an ambulance, Police, or fire vehicle on an urgent mission, on an airport road, at a speed in excess of 50 kilometres per hour or, where any other speed has been prescribed by the company for any locality and notified by appropriate and conspicuous signs, at the speed in excess of the speed prescribed.

Schedule **Wellington International Airport Bylaws** Reprinted as at
Approval Order 1995 1 October 2008

Part 2—continued

11 Removal of vehicles

- (1) The chief executive may remove, or have removed, any motor vehicle that has been—
 - (a) abandoned; or
 - (b) left at the airport in contravention of any prohibition or restriction imposed by these bylaws or made pursuant to these bylaws.
- (2) The chief executive may deal with the vehicle in the same manner as if it had been abandoned on an airport road.

12 Accidents to be reported

The driver or person in charge of a motor vehicle that is involved in an accident that disrupts traffic movement shall report the accident to an airport official and supply his or her name and address and the registration number of the motor vehicle.

Part 3

Aircraft operation and gate position

13 Cleaning down, maintenance and repair of aircraft

- (1) Except with the prior permission of an airport official, no person shall clean down, or carry out maintenance or repair work on an aircraft or a vehicle used in connection with aircraft operations except in a hangar or an area designated by the company for the purpose.
- (2) Any permission under subclause (1) may be amended or revoked at any time.

14 Gate standing times

- (1) The chief executive may, from time to time, specify periods of time during which aircraft may remain stationed on the apron.
- (2) The person in charge of an aircraft shall move the aircraft when directed to do so by an airport official.
- (3) No person shall cause or permit an aircraft to remain stationed on the apron for a period of time in excess of the period applicable to that aircraft and prescribed under this bylaw.

8



22 February 2022

Liam Hodgetts,
Chief Planning Officer,
Wellington City Council

Dear Liam,

RE: AIRPORT ACCESS

In response to your query regarding public north-south access through the airport precinct, outlined below is Wellington Airport's position.

Wellington Airport is essential transport infrastructure of national importance and the hub for domestic aeronautical operations. As such the *Wellington International Airport Bylaws Approval Order 1995* details our rights and obligations. With respect to roads and motor vehicles I have appended Part 2 for your reference.

The primary purpose of our transport infrastructure is to facilitate the movement of passengers within the airport precinct. Stewart Duff Drive is not a legal road; it forms part of the airport's carpark access for passengers and has always functioned primarily as an airport accessway.

However, we do recognise the local community use the airport as a transit point to and from Lyall Bay. We intend to maintain this access for as long as practicable but this does raise safety concerns. Particularly when travelling north to south, residents are travelling through the airport drop-off zone (at the top of the ramp) which is essentially a carpark with a high degree of foot traffic.

We have recently updated our Masterplan that details the airport layout to accommodate 12 million passengers per annum, double our pre-covid passenger numbers. Importantly, the Masterplan allows for the continuation of north-south landside access. In the recent Commissioner's hearing for the Airport Designation our position was outlined as below:

The 2040 Masterplan indicates that a dedicated north-south road open to the public can be accommodated in the expansion plans associated with the East Side Area NOR. However, it is not possible to guarantee the provision of this non-aviation function at all times and in perpetuity. As the Airport Authority with the enduring responsibility to provide for Airport Purposes, it is prudent and sound guardianship to retain flexibility and not fetter accommodating future aviation regulations and other such matters such as security incidences given WIAL's extremely constrained site and statutory obligations.

In summary, we envisage that north-south access will be available for public use for the foreseeable future, provided it does not impinge on our operational efficiency, safety or if there is a regulatory driver for change.

If Wellington City Council deems it of public importance to guarantee north-south access, we are willing to discuss options for transfer of land in future, in order to allow the Council to maintain a public road around the outer boundary of the Airport's expanded site.

Yours Sincerely,

John Howarth

General Manager Infrastructure and Development

WLG 2040

TE MAHERE NUI 2040 O TE TAUNGA RERERANGI
O TE WHANGANUI-A-TARA





WLG 2040

- WELCOME /02
- UNLOCKING OUR POTENTIAL /05
- THE FUTURE OF AIR TRAVEL /07
- BLUEPRINT TO 2040 /15
- KAITIAKITANGA /23

Left: View of Wellington Airport from above, including suburbs Miramar, Strathmore, Kilbirnie and Rongotai.

Welcome

NAU MAI KI TO TATOU HEKE MAI

Sixty years ago, Wellington Airport opened on its present site with thousands of spectators there to witness the event. It was fitting the city chose Rongotai for the location of the airport, as one of New Zealand's first flights occurred almost fifty years earlier in nearby Lyall Bay.

The construction of the airport was a mammoth undertaking with three million cubic metres of earth and rock shifted and significant land reclamation.

The vision to create an airport in close proximity to the city and connecting Wellington to the world was certainly ambitious. However, since the first travellers were welcomed to a corrugated iron hangar that served as the domestic terminal, the airport has grown and evolved to become one of the country's busiest and most popular hubs.

Building upon our founders' original vision has required courage, foresight and a robust plan.

There has been significant capital investment in the airport to accommodate the growth in travellers over the years including world-class terminal re-developments and expansions, airfield technology and safety advances, the country's first fully integrated airport hotel and a number of runway extensions.

The last major extension, which occurred in 1972, enabled direct jet services to Australia and significantly enhanced Wellington's connectivity.

There was plenty of debate at the time as to whether Wellington really needed jet aircraft. Today, we have over 70 international flights a week to six destinations. Wellington would be a different place today without that development and those connections.

Wellington Airport now welcomes 6.4 million passengers every year and the region has better connectivity to the world than ever before but there is still room for improvement.

We're now setting our sights on creating the airport of the future for central New Zealand, using our resources efficiently to create a new era of possibility for travellers, the region and our economy.

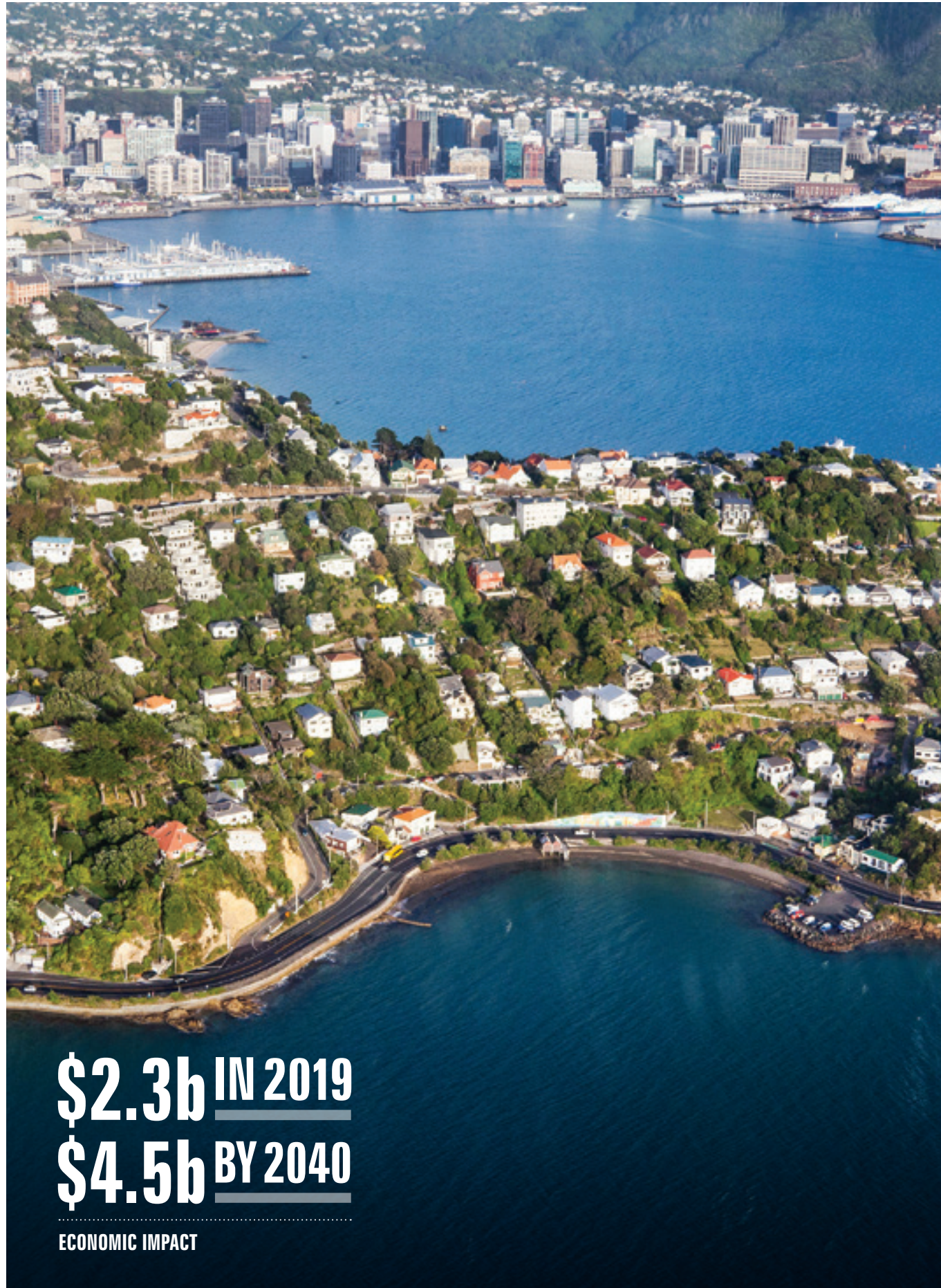
The 2040 blueprint would require investment of around \$1 billion in infrastructure, including runway improvements, aircraft parking stands and additional terminal space.

Our future airport will reflect New Zealand and Wellington's cultural identity. It will provide visitors with a sense of place, incorporating sustainable principles into design and operation and enabling visitors to experience what we already know, that our corner of New Zealand is something truly special.

Left: Wellington Airport terminal in the '80s. Media articles and cartoons from the 70's when debate raged about whether Wellington needed jet air services to Australia.

3.5M IN 2000
6.4M IN 2019
TOTAL PASSENGER NUMBERS

Wellington Has A Hard Fight Ahead To Get Modern Airport
Parliamentary Reporter
JEALOUSY and parochialism in Parliament could well gravely hinder the Capital in getting an upgraded airport at Rongotai capable of taking even the biggest jets.
These feelings among members will be sufficiently to provide for Tasman jet usage.



Left: Aerial view of Wellington City from the south.

\$2.3b IN 2019
\$4.5b BY 2040
ECONOMIC IMPACT

UNLOCKING

Our Potential

KO TĀ TĀTOU TŪRANGA I TE WĀHEKE O TE WHANGANUI-A-TARA

Growing Wellington's global connectivity is critical to the city, region and New Zealand's economic growth.

As the international gateway for central New Zealand, Wellington Airport supports businesses to prosper and tourism to flourish, generating employment for close to 11,000 people in the local economy.

Currently Wellington Airport generates economic output of \$2.3 billion annually, contributing \$1.1 billion of Gross Domestic Product.

For an international airport catering for 6.4 million passengers per annum, 110 hectares is an extremely small footprint, making Wellington Airport one of the most efficient passenger processing airports in the world. Compared to Auckland Airport's 1500 hectares and Christchurch's 750 hectares, the space limitations mean we must seek innovation at every turn.

Looking forward, an economic impact study undertaken by BERL predicts that by 2040, the airport will make a direct contribution to the region of \$4.3 billion per year, generating \$2.1 billion of GDP and facilitating more than 22,500 jobs.

The economic benefits outlined exclude the projected benefits of the proposed runway extension. The benefits of direct long haul services were forecast by Sapere to deliver an additional \$8 in economic benefit for every single dollar spent lengthening the runway, with a net benefit of \$2.3 billion to the national economy over a 40-year period.

Connectivity is vital for a region's livability and socio-economic wellbeing.

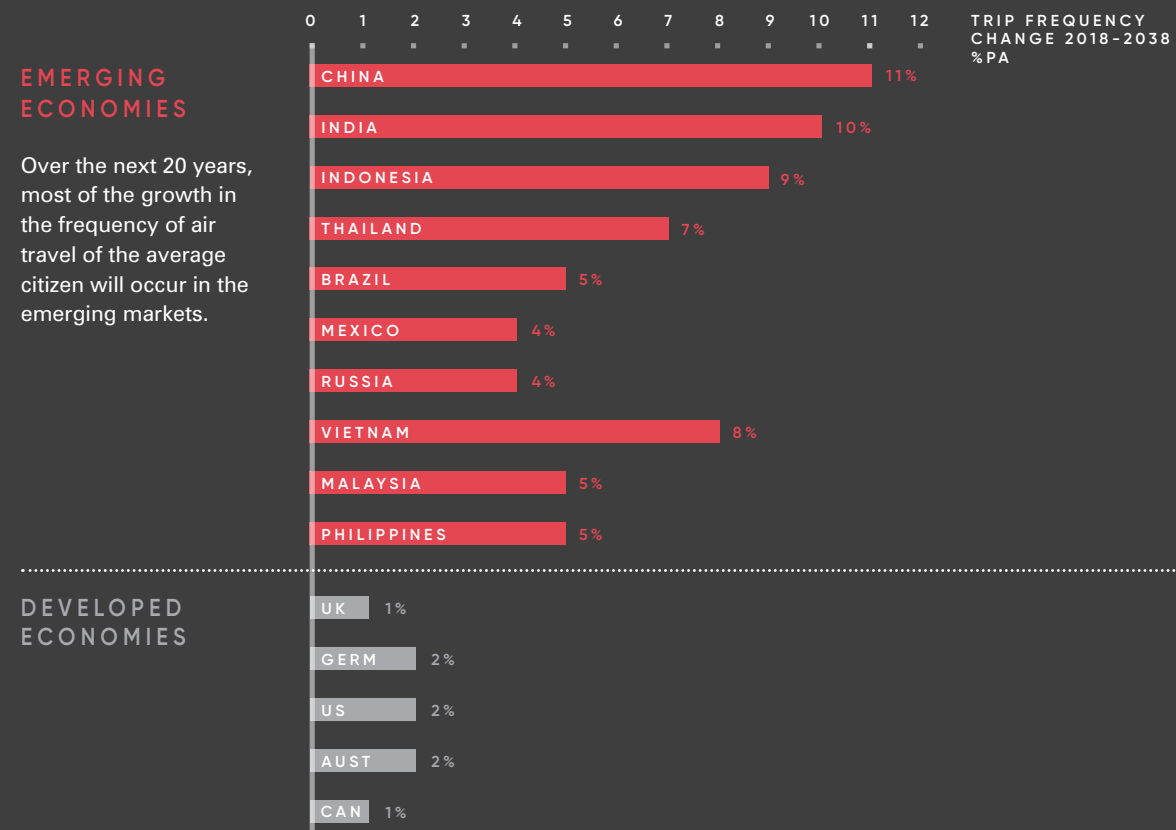
SHAMUBEEL EAQUB,
ECONOMIST

11,000 IN 2019
22,500 BY 2040
JOBS GENERATED

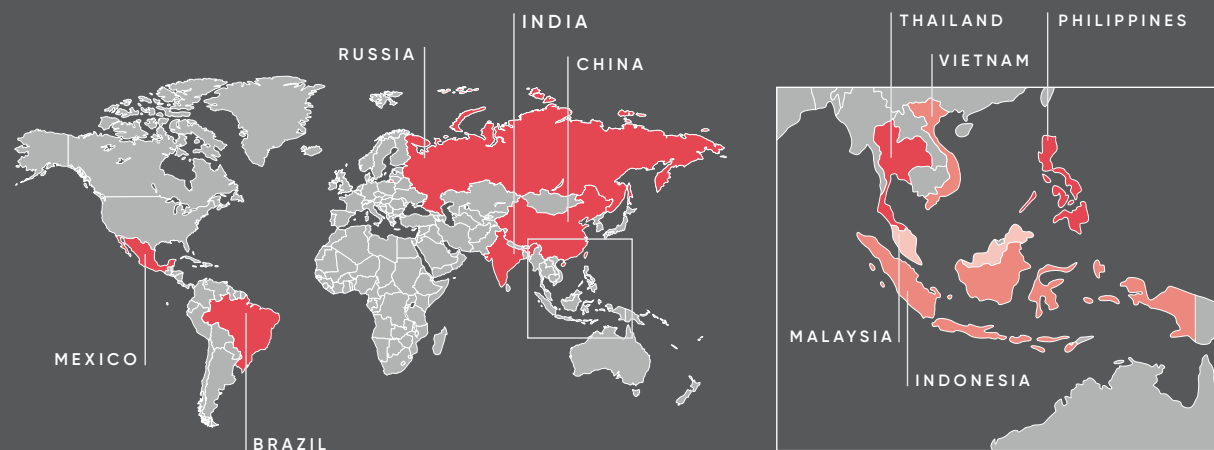
Changes in global air travel frequency over the next 20 years

The number of trips per person is forecast to increase 4-8% per annum for many emerging countries but could be as high as 10-11% per annum in the case of China and India. In contrast, trip frequency is likely to grow much more slowly, at just 1-2% per annum, in developed countries.

AVERAGE ANNUAL CHANGE IN TRIP FREQUENCY 2018-2038



TOP 10 LARGEST AIR TRANSPORT MARKETS AMONGST EMERGING COUNTRIES IN 2038



THE FUTURE OF Air Travel

TE RERERANGI | TE WĀHEKE

New generation wide body aircraft, such as the Airbus 350 and Boeing 787, are revolutionising aviation models and opening new markets. They are lighter, more efficient and able to fly further which enables airlines to develop stronger hubs and fly direct to destinations.

Forecasts by manufacturers Boeing and Airbus predict a 4.5% annual growth in global passenger numbers and indicate the world aviation fleet will double from 24,000 to 48,000 aircraft within the next 20 years. The Asia-Pacific fleet is anticipated to grow from 7,000 aircraft to 18,000 aircraft in that time.

In domestic markets, with airport space at a premium and the cost of fuel rising for airlines, growth in travel is being accommodated by narrow body aircraft like the Airbus 321neo which are more fuel efficient and can carry up to 240 people.

Over the past 20 years, the air travel market has proven to be remarkably resilient, with robust growth continuing despite global incidents such as fuel price fluctuations, recessions, incidents of terrorism and pandemics.

Wellington Airport growth has mirrored global aviation trends, with sustained annual passenger growth of 3.5% per annum over the last 20 years and international growth outpacing domestic.

More airlines are flying to and from New Zealand, operating with increased capacity on more routes around the Asia-Pacific region. A more competitive domestic market has also developed. These have provided more choice and fare options for travellers.

Global tourism is expected to increase considerably, especially from Asia over the next 20 years. As disposable income increases so does the propensity to travel.

4.5% ANNUAL GROWTH
IN GLOBAL PASSENGER NUMBERS

\$39B IN 2019
\$50B IN 2025

TARGETED GROWTH IN INTERNATIONAL
TOURISM SPEND IN NEW ZEALAND

Tourism Industry Aotearoa has set a target for international tourism spend in New Zealand, currently \$39.1 billion per annum, to exceed \$50 billion in 2025.

The tourism industry in New Zealand has a collective strategy to create a more sustainable future for tourism with economic, social and environmental benefits. The focus is shifting from volume, which puts pressure on some regional infrastructure, to prioritising value and dispersal of tourists into regions that have the opportunity and infrastructure to cater for more tourism.

Wellington has a significant role to play as the industry looks to grow more sustainably. Currently 50% of international visitor spend is in Auckland and Queenstown, with a further 10% spent in Christchurch. In central New Zealand, international spend is only 14%.

Wellington is a compact, walkable city surrounded by an adventure wilderness and marine environment with world-class hospitality. Wellington also has the ability to provide accommodation options during peak season when government and corporate travel is low and other regions are near capacity.

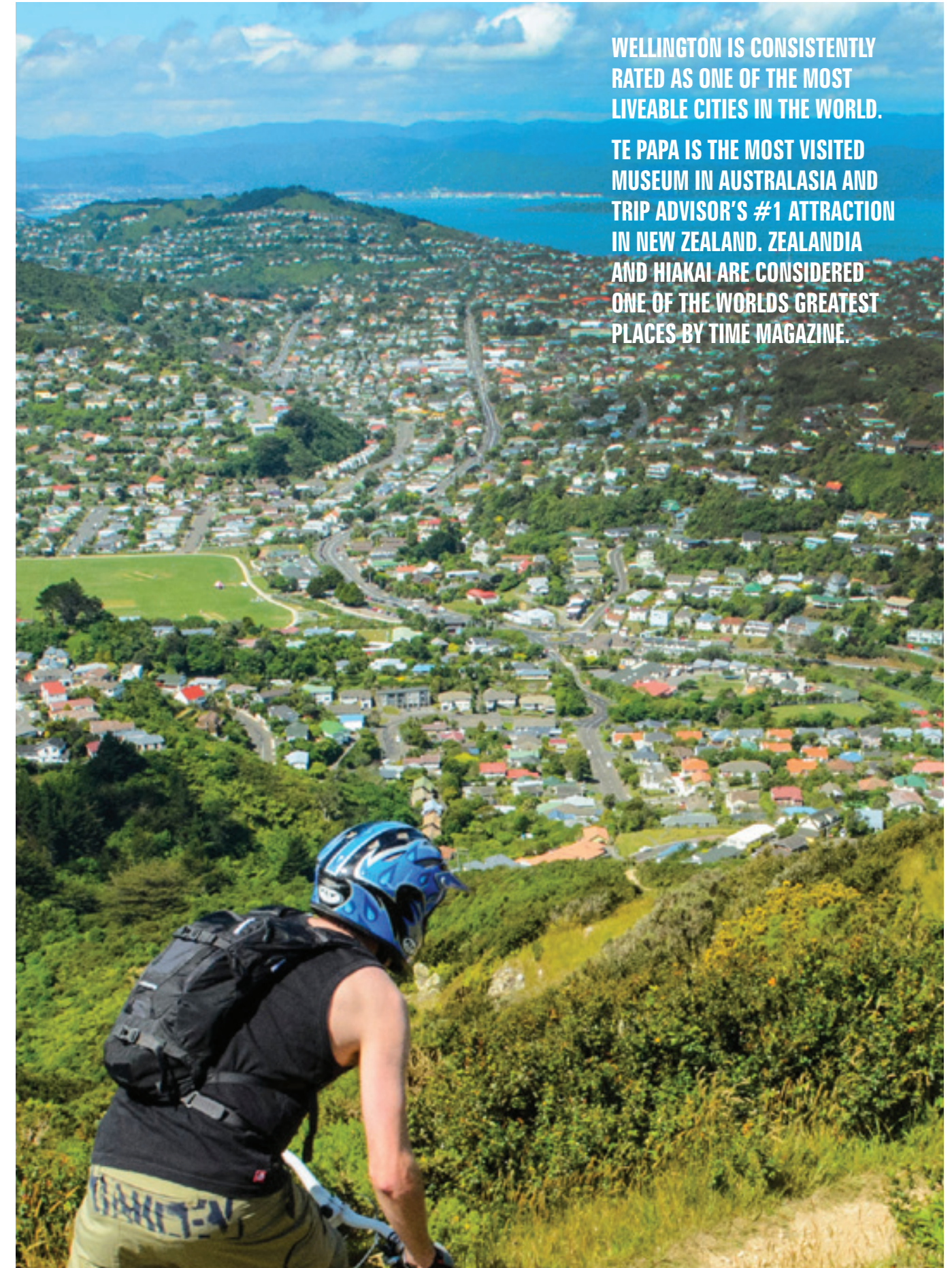
Just as direct services to Australia grew the trans-Tasman market, enhancing how Wellington connects to the rest of world will open up business opportunities, create new jobs, improve our liveability and bring more visitors to the city – encouraging more to explore the surrounding regions of central New Zealand.

In the last three years, Wellington has been at the top of the rankings for most liveable city in the world. It has also been rated by Lonely Planet as the top destination to visit in New Zealand. Te Papa is the most visited museum in Australasia and Trip Advisor's #1 attraction in New Zealand.

On top of what is already on offer, a number of significant visitor attractions are in the pipeline. These are a world class convention centre, outdoor adventure park, indoor arena, continuing to build on the world renowned local film industry and ongoing ecological restoration. It is vital that Wellington's air connectivity supports these projects and enables them to flourish.

If designed and managed well, tourism has the ability to deliver significant social, cultural, environmental and economic benefits. A key part of achieving this is generating and shaping demand with the kind of visitors who deliver the best outcomes for New Zealand. By attracting high-value visitors and influencing their visitation patterns, we spread the benefits tourism delivers across the year and across our communities.

STEPHEN ENGLAND-HALL
CHIEF EXECUTIVE,
TOURISM NEW ZEALAND.



WELLINGTON IS CONSISTENTLY RATED AS ONE OF THE MOST LIVEABLE CITIES IN THE WORLD. TE PAPA IS THE MOST VISITED MUSEUM IN AUSTRALASIA AND TRIP ADVISOR'S #1 ATTRACTION IN NEW ZEALAND. ZEALANDIA AND HIAKAI ARE CONSIDERED ONE OF THE WORLDS GREATEST PLACES BY TIME MAGAZINE.







Left: Indicative architectural render of the Wellington Airport International Terminal extension project.

BLUEPRINT TO 2040

KO TŌ TĀTOU WĀHEKE

Our master plan outlines the vision for the next 20 years, creating a blueprint that leaves the airport well placed for the future.

By 2040, we expect 12 million passengers to fly in and out of the Wellington region every year. This represents a growth rate of 2.9% per year.

This growth will play a pivotal role in shaping Wellington's future. Now more than ever before, growing Wellington's global connectivity is critical to the city, the region and New Zealand's socio-economic wellbeing.

The plan will be implemented as demand increases over time, requiring more than \$1 billion in infrastructure. With the airport's constrained site, we need to be smart about how we utilise our infrastructure and implement plans in a staged and flexible manner.

Our development plans and investment will also ensure our airport infrastructure is more resilient to a changing climate.

Despite passenger numbers doubling, annual flight movements are forecast to increase by less than 25% (from 85,000 now to 105,000 by 2040). This is as a result of airlines using larger, but more fuel efficient aircraft over time.

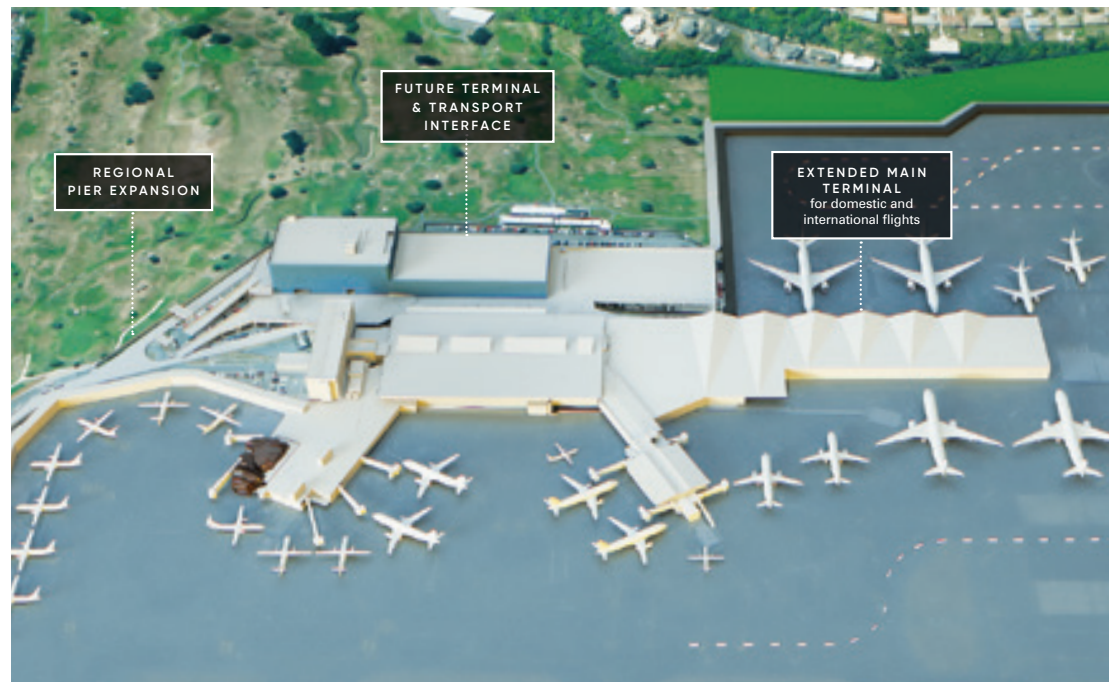
Extending the runway to enable direct long haul flights will actually reduce aircraft movements by 2040. This will also reduce the fuel and time travellers use as they no longer have to take an extra flight or alternative route to get to their destination.

6.4M IN 2019
12M BY 2040

GROWTH IN WELLINGTON PASSENGER NUMBERS

KEY AREA AND SERVICE IMPROVEMENTS BY 2040

The Terminal



Our first step will be to repurpose the current northern area from international flights to regional flights. Then a new, expanded terminal will be constructed to the south for international and domestic jet aircraft.

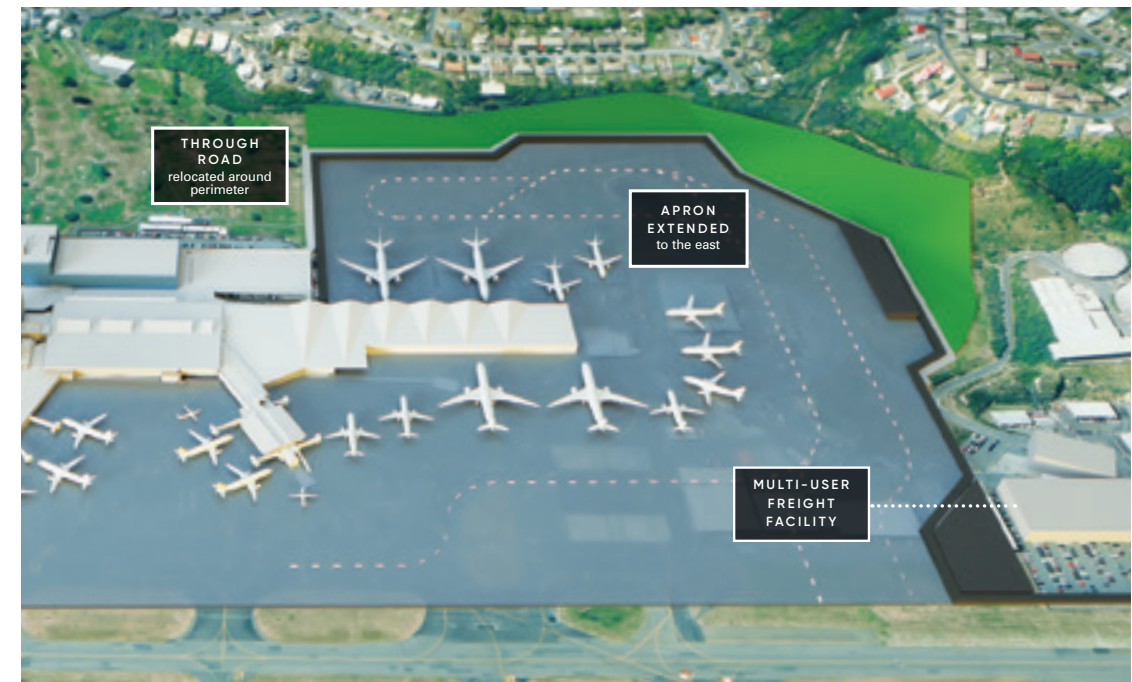
This will mean we will be able to accommodate future growth in both domestic and international travellers. Surrounding the expanded terminal will be a taxiway area that can be configured for a number of alternative aircraft layouts.

KEY FEATURES:

- The airport will 'flip' its terminal, repurposing the northern area for regional traffic and expand the main terminal to the south for international and domestic jet aircraft.
- The smaller aircraft stand footprint requirements and tail heights of regional aircraft can be accommodated within the northern apron, with the north pier re-purposed as a domestic facility.
- A common use, international and domestic terminal will be constructed on available land to the south, with the surrounding apron and at-grade car parking areas repurposed for jets.

KEY AREA AND SERVICE IMPROVEMENTS BY 2040

Eastern Apron



Our terminal buildings, transport hub and New Zealand's first fully-integrated airport hotel all provide a platform for growth. The eastern apron will continue to be the centre of operations for all scheduled passenger movements.

As growth to the north is limited by the suburb of Miramar, our only feasible expansion options lie to the south and east.

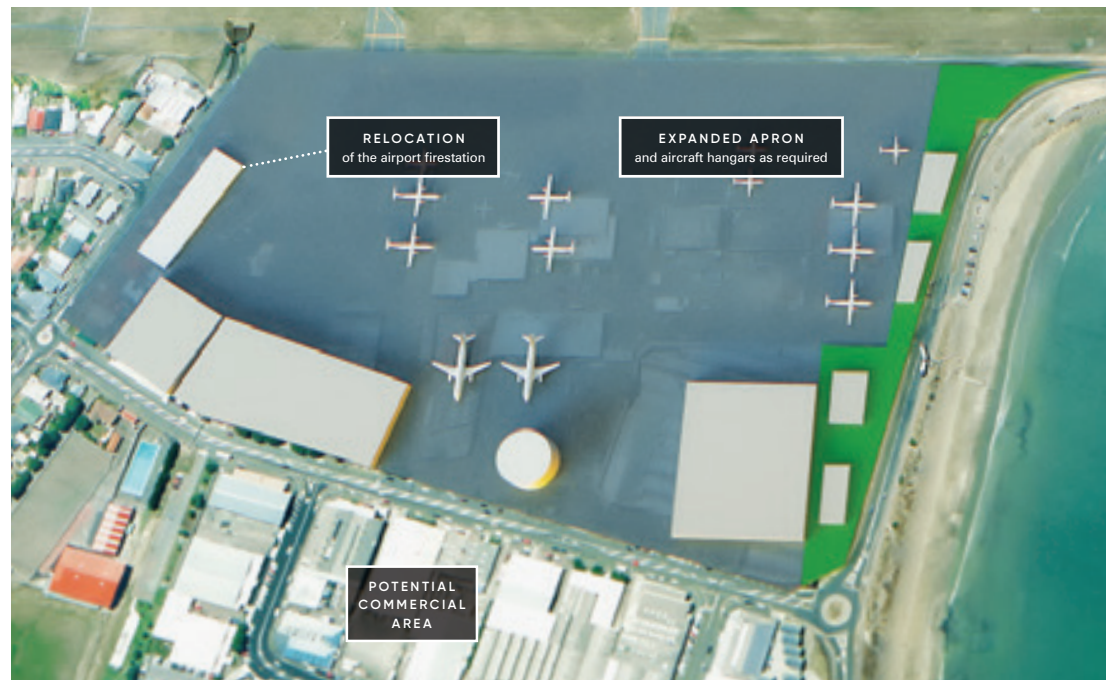
KEY FEATURES:

- With a limited ability to grow within our existing footprint, we are engaging with key stakeholders to acquire part of the Miramar golf course to free up space for aircraft movements.
- Re-purpose the southern freight buildings into a more efficient multi-user facility. With growth in online shopping and parcel cargo this facility would be able to efficiently enable the transfer of freight from landside to airside, and vice-versa.

- Flight catering and out-of-terminal rental car facilities will be re-homed in new buildings on vacant land to the north of the airport.
- To accommodate regional growth, we will need to build new aircraft stands on to the north of the current international terminal and move the airport fuel facilities and the airport fire station. Plans for the fire station are well advanced, with construction of new premises on the western apron due to start in 2020. Plans for the fuel facilities are still to be determined in consultation with our providers.
- Continued provision for access road will be made around the perimeter of the apron between Mōa Point and Miramar.

KEY AREA AND SERVICE IMPROVEMENTS BY 2040

Western Apron



As scheduled activities increase on the eastern apron, there may be a future requirement to redevelop the western apron to accommodate non-scheduled movements such as freight, medical, VIP and defence.

Only as required, this need would progressively shift these operations further west, displacing the existing hangars and commercial activities including the retail park.

KEY AREA AND SERVICE IMPROVEMENTS BY 2040

Infrastructure and Transport



As the airport grows, we will work with our key utility and transport providers to ensure their capacity matches the requirements of a growing airport, and in instances of shared services, a growing community.

Our plans mean that many existing utilities will end up in areas used for aircraft operations and will be difficult to access for maintenance and future renewal.

To address this, we propose relocating the key telecommunications, power, gas, sewer, waste and potable water services to a specially designed corridor, that preserves access and builds resilience as the airport develops.

Future development will also address risks from the effect of climate change, including the capacity of our stormwater network and sea walls.

As we grow, the continued safe and efficient land transport access to and from the airport is fundamental to the customer experience and business and visitor growth.

Despite growing traffic volumes in the eastern suburbs, there has been no increase in the corridor and roading capacity on State Highway 1 between the airport and Wellington CBD. This has led to a lack of reliability and an increase in travel times to and from the airport.

Wellington Airport can and will accommodate any mode of future public transport. However, it is important to note that public transport to and from the airport needs to be direct in order for people to use it. Let's Get Wellington Moving (LGWM), a joint initiative between WCC, Greater Wellington Regional Council and the NZ Transport Agency, is working towards improving traffic congestion and unreliable journey times, seeking to improve service levels, encouraging cycling and walking and limiting the impact of disruptions.





Left: Aerial view of Wellington Airport.

Kaitiakitanga

Few airports can boast such proximity to a city. As a truly city airport we understand the importance of managing our operations and future growth to deliver excellent connectivity and customer service while caring for our neighbouring community and the environment.

The aviation industry is a recognised contributor to carbon emissions, with aircraft emissions equating to about 2% of all global carbon emissions. Domestic aviation contributes to about 1% of New Zealand's total carbon emissions.

The new generation of aircraft are around 20% more fuel efficient than the model they replace. A Boeing 787-9 uses 2.5L of fuel per seat per 100 kilometres travelled. Given the high number of people in an aircraft this matches or beats the fuel efficiency of modern compact cars.



Globally, the International Airport Transport Association (IATA) has made a commitment to reduce the carbon emissions of its 290 member airlines by 50% by 2050, relative to 2005 levels. The airlines are collectively working hard to develop sustainable alternative fuels and aircraft technologies.

Extending the runway would make it possible for more direct flights to international destinations from Wellington. Direct flights reduce the fuel travellers use as they no longer have to take an extra flight or alternative route to get to their desired destination.

↓ 50% BY 2050

**IATA GLOBAL COMMITMENT
TO REDUCE CARBON EMISSIONS**



At Wellington Airport we are supporting our airline partners in their initiatives to reduce fuel consumption and carbon emissions and are committed to reducing our own emissions.

We have established targets for a 30% reduction in our carbon emissions by 2030.

Achieving these targets while expanding our operations will require us to adopt energy efficient and sustainable construction into our projects.

Our sustainability commitment, Kaitiakitanga, includes how we will manage our operations to decouple growth from increased resource consumption and reduce the risk of adverse impacts on our communities and our environment:

- Working with airlines and Airways New Zealand, we aim to improve aircraft emissions and noise. This includes the recently trialled Performance Based Navigation routes to enable quieter and more fuel-efficient arrivals into Wellington Airport, and significant investment in the electrification of aircraft ground power and service equipment.
- Reduce electricity consumption and adopt alternative energy options.
- Targeting a reduction in operational waste by 30% by 2030, and working with our suppliers and tenants to eliminate single use plastics.

CLIMATE CHANGE ADAPTATION AND RESILIENCE

Improving operational resilience is a priority. As the climate continues to change, we expect rising sea levels, more extreme weather and climate-related events to occur which will present a risk to infrastructure and property. The potential impact and future resilience has been considered as follows:

- Establishing targets and taking all practical steps to reduce our operational greenhouse gas emissions.
- Upgrading coastal protection structures so they're able to withstand a rise in sea level, storm frequency and intensity, and seismic activity in forecast earthquake scenarios.
- Continuing to advocate and support the Let's Get Wellington Moving initiative to improve land transport options and resilience to and from the airport – reducing congestion, providing sustainable transport alternatives and limiting disruption from unplanned events.
- Designing airfield and stormwater infrastructure for more intense rainfall events.
- Ensuring buildings exceed the minimum seismic building code requirements.
- Protecting our coastal marine environment by managing all discharges, including stormwater.
- Maintaining and protecting air, water, soil and groundwater quality.
- Improving the environment of the airport precinct and active access to the airport through landscaping and design.





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 | <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

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

| | |
|------------|---------------------------------------|
| Author | Leteicha Lowry, Democracy Advisor |
| Authoriser | Liam Hodgetts, Chief Planning Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Pūroro Āmua | Planning and Environment Committee:

- 1) 1) Receive the information.

Whakarāpopoto | Executive Summary

1. This report lists the dates of previous committee meetings and the items discussed at those meetings.
2. Each clause within the resolution has been considered separately and the following statuses have been assigned:
3. In progress: Resolutions with this status are currently being implemented.
4. 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).
5. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

6. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
7. 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

8. Following feedback, the status system has been changed so that resolutions either show as 'in progress' or 'complete'.
9. Of the 12 resolutions of the Pūroro Āmua | Planning and Environment Committee in August 2022:
 - 5 are in progress.
 - 7 are complete.
10. Of the 71 in progress actions from the previous report (August 2022), 32 have been completed and 39 are still in progress.
11. Further detail is provided in Attachment One.

Attachments

Attachment 1. Action Tracking - September  

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| Date | ID | Committee | Title | Clause number | Clause | Status | Comment |
|------------------------|-----|--|---------------------------------------|---------------|--|-------------|---|
| Thursday, 24 June 2021 | 114 | Pūroro Āmua Planning and Environment Committee | 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 | Progress on implementing the Spatial Plan's actions will be reported on in September. Proposed District Plan notified for submissions on 18 July closing 12 September. |
| Thursday, 24 June 2021 | 115 | Pūroro Āmua Planning and Environment Committee | 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 |
| Thursday, 24 June 2021 | 116 | Pūroro Āmua Planning and Environment Committee | 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. |
| Thursday, 24 June 2021 | 117 | Pūroro Āmua Planning and Environment Committee | 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). The use of 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. |
| Thursday, 24 June 2021 | 118 | Pūroro Āmua Planning and Environment Committee | 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. |
| Thursday, 24 June 2021 | 119 | Pūroro Āmua Planning and Environment Committee | 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, SNA incentives development, and the Annual Plan/Long Term Plan funding processes. Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. |
| Thursday, 24 June 2021 | 120 | Pūroro Āmua Planning and Environment Committee | 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 finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. |

| Date | ID | Committee | Title | Clause number | Clause | Status | Comment |
|-----------------------------|-----|--|--|---------------|--|-------------|---|
| Thursday, 24 June 2021 | 121 | Pūroro Āmua Planning and Environment Committee | 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 | Forms part of considerations in the Green Network Plan's implementation, the Sustainable Food Plan, and Waste Action Plan development. |
| Thursday, 24 June 2021 | 122 | Pūroro Āmua Planning and Environment Committee | 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 has been undertaken as part of the 'Our Capital Spaces' strategy review. A qualitative assessment has been completed and a communications/ stakeholder plan is being developed. |
| Wednesday, 4 August 2021 | 123 | Pūroro Āmua Planning and Environment Committee | 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. | Completed | Officers have consulted with Waka Kotahi on the engine braking and noise monitoring as requested by the Brooklyn community (information attached). Officer advised the Residents Association for suggestion on how to engage with the local residents experiencing the problem to follow-up with the operators. Officer is awaiting on information of specific incident regarding engine braking and noise. |
| Wednesday, 25 August 2021 | 124 | Pūroro Āmua Planning and Environment Committee | 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. Schedule Updates: |
| Thursday, 23 September 2021 | 125 | Pūroro Āmua Planning and Environment Committee | 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 | 1 (Purpose and Principles Workshops): May- July: COMPLETE 2 (Design) July – Nov: UNDERWAY 3 Public Engagement- Planning underway for Dec-Feb. 4 Design Refinement Dec/Jan 5 Public engagement (preferred option)- March 6 Preferred Development Plan Option- April |
| Thursday, 23 September 2021 | 126 | Pūroro Āmua Planning and Environment Committee | 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 | Draft demolition plan is complete. Demolition plan cost and schedule will not be completed until preferred development option is agreed for Frank Kitts Park in order to inform clear demolition and construction schedule. |
| Thursday, 23 September 2021 | 127 | Pūroro Āmua Planning and Environment Committee | 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 | Until final development plan is confirmed this work will not fully progress. |
| Thursday, 23 September 2021 | 128 | Pūroro Āmua Planning and Environment Committee | 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 | Further to the meeting held with business owners 9 May 2022, business owners are included in the communications and engagement with updates on progress as required. |
| Wednesday, 27 October 2021 | 129 | Pūroro Āmua Planning and Environment Committee | 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. | Completed | 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. |
| Wednesday, 27 October 2021 | 130 | Pūroro Āmua Planning and Environment Committee | 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 | Golden Mile project is currently out for feedback on detailed design until 14 August 2022. As part of this engagement with businesses, key stakeholders and mana whenua continues. |

| Date | ID | Committee | Title | Clause number | Clause | Status | Comment |
|-----------------------------|-----|--|---|---------------|--|-------------|---|
| Wednesday, 27 October 2021 | 131 | Pūroro Āmua Planning and Environment Committee | 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. |
| Wednesday, 27 October 2021 | 132 | Pūroro Āmua Planning and Environment Committee | 2.2 Wellington Central City Green Network Plan | 4 | Request officers to identify a te reo Māori name for the GNP. | Completed | This will be reported back to committee 12 May with the proposal that there is an ongoing discussion with Mana Whenua. |
| Wednesday, 27 October 2021 | 133 | Pūroro Āmua Planning and Environment Committee | 2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Talao | 2 | Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee. | In progress | Report back scheduled for the 2022-25 triennium |
| Wednesday, 10 November 2021 | 134 | Pūroro Āmua Planning and Environment Committee | 2.1 The Parade Upgrade - Design Options | 2a | Agree to progress with a) Safety Improvements option integrated with the resurfacing works until LGWM MRT upgrade | Completed | The safety improvements option was progressed, presented, and (largely) approved by the P&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. |
| Wednesday, 10 November 2021 | 135 | Pūroro Āmua Planning and Environment Committee | 2.1 The Parade Upgrade - Design Options | 2i | Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D). | Completed | During the 10 March 2022 meeting, the P&EC resolved to defer a decision on the town centre improvements in late 2022. The project team will return to the P&EC on 15 December 2022 (previously scheduled for the 8 December) for an update and decision on the town centre improvements. The proposed plan to be presented to the P&EC in December will include safety improvements and cycle facilities through the town centre. |
| Wednesday, 10 November 2021 | 136 | Pūroro Āmua Planning and Environment Committee | 2.1 The Parade Upgrade - Design Options | 2iii | 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. | Completed | A traffic resolution was developed, proposed, and approved by the P&EC on 10 March 2022. This is completed for the residential areas, and is to follow for the town centre |
| Wednesday, 10 November 2021 | 137 | Pūroro Āmua Planning and Environment Committee | 2.1 The Parade Upgrade - Design Options | 2iv | 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. | In progress | Options for the public space improvements project are being developed which will be proposed to the committee. To be presented at December 8th Committee. |
| Wednesday, 10 November 2021 | 138 | Pūroro Āmua Planning and Environment Committee | 2.1 The Parade Upgrade - Design Options | 2v | 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." | Completed | Noted. No further action required." |
| Wednesday, 10 November 2021 | 139 | Pūroro Āmua Planning and Environment Committee | 2.2 Fossil Fuel Free Central City | 4 | Agree that officers investigate options for bike libraries and e-bike schemes. | In progress | The RFP for public share e-bike scheme delayed until October. Working with ReBicycle on a pilot cargo bike library and e-bike conversion scheme we funded through the Climate and Sustainability Fund. |
| Monday, 11 October 2021 | 140 | Pūroro Āmua Planning and Environment Committee | 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. |
| Monday, 11 October 2021 | 141 | Pūroro Āmua Planning and Environment Committee | 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 getting closer to completion, with opening planned for end of September. Most of the decking of the boardwalk is done and we are waiting for the delivery of planter boxes. |
| Monday, 11 October 2021 | 142 | Pūroro Āmua Planning and Environment Committee | 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. | Completed | 3 Parklets have been located for 6 different businesses in the last few months and they were very well received by businesses and the public. One permanent parklet permission is also issued and currently is in place for Nollita. |

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| Wednesday, 24 November 2021 | 143 | Pūroro Āmua Planning and Environment Committee | 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 | Detail Design is yet to commence and will include "further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park" |
| Wednesday, 24 November 2021 | 144 | Pūroro Āmua Planning and Environment Committee | 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 | Site meeting held between PSR and Parking Enforcement to develop options for parking restrictions. Site surveys to done over Summer to identify parking capacity |
| Thursday, 10 March 2022 | 145 | Pūroro Āmua Planning and Environment Committee | 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 | Implementation of the approved TR is complete. New TR's to be brought to P&E in September and December. |
| Thursday, 10 March 2022 | 146 | Pūroro Āmua Planning and Environment Committee | 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 September 2022 Pūroro Āmua Planning and Environment Committee. |
| Thursday, 14 April 2022 | 147 | Pūroro Āmua Planning and Environment Committee | 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. | Completed | New public parking signage in the lower basement of Countdown has now been completed. A new locky dock to promote and support bikers in the area has also been installed. |
| Thursday, 14 April 2022 | 148 | Pūroro Āmua Planning and Environment Committee | 3.3 Forward Programme | 2 | 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 | Paper booked for the 15 September Pūroro Āmua Planning and Environment Committee |
| Thursday, 12 May 2022 | 149 | Pūroro Āmua Planning and Environment Committee | 2.2 Let's Get Wellington Moving - City Streets Targeted Improvements Single Stage Business Case | 5 | Request WCC officers to investigate options to address long-standing significant safety concerns at the Chaytor-Curtis-Rarua intersection. | In progress | The team has done a number of investigations into this intersection. A paper is being prepared to bring to the September P&E to inform Councillors of work done and recommended pathways forward. |
| Thursday, 12 May 2022 | 150 | Pūroro Āmua Planning and Environment Committee | 2.4 Wellington Central City Green Network Plan Update | 2 | Adopt the finalised Green Network Plan – (Attachment 1). | In progress | |
| Thursday, 12 May 2022 | 151 | Pūroro Āmua Planning and Environment Committee | 2.4 Wellington Central City Green Network Plan Update | 3 | Adopt the targets for delivery in the central city over the next 10 years: a. No net loss b. Double the number of trees c. Improve the greening of 20 existing public open spaces d. Deliver two new urban parks | In progress | |
| Thursday, 12 May 2022 | 152 | Pūroro Āmua Planning and Environment Committee | 2.4 Wellington Central City Green Network Plan Update | 4 | Adopt the Green Network Plan Implementation Framework – (pages 27- 38 of Attachment 1). | In progress | |
| Thursday, 12 May 2022 | 153 | Pūroro Āmua Planning and Environment Committee | 2.4 Wellington Central City Green Network Plan Update | 5 | Note that officers will continue to work with mana whenua as a part of our partnership and engagements around the Open Space and Recreation Strategy and through the LGWM Iwi Partnership Working Group to ensure that their values and aspirations are incorporated into the delivery of the Green Network Plan objectives and targets | In progress | |
| Thursday, 12 May 2022 | 154 | Pūroro Āmua Planning and Environment Committee | 2.4 Wellington Central City Green Network Plan Update | 6 | Note that officers are developing a business case as input into the 2024/25-34 LTP. | In progress | |
| Thursday, 9 June 2022 | 155 | Pūroro Āmua Planning and Environment Committee | 2.2 Petition: Parking changes for residents of Te Wharepouri St | 2 | Request officers provide further traffic engineering solutions to enable safer exiting from Te Wharepouri Street. | Completed | Officers have consulted with the residents and have confirmed they are happy with our proposal. There is support for improving the visibility at the intersection. We will progress these via TR. |

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| Thursday, 9 June 2022 | 156 | Pūroro Āmua Planning and Environment Committee | 3.2 Housing Strategy and Proactive Development Programme | 2 | Request officers report back on prevalence of homelessness in Wellington City including gender and ethnicity analysis and impact of COVID-19 on homelessness (2020-2022) by end of September 2022 to either Pūroro Āmua Planning and Environment Committee or Pūroro Rangaranga Social, Cultural and Economic Committee. | In progress | Paper scheduled for early September |
| Thursday, 9 June 2022 | 157 | Pūroro Āmua Planning and Environment Committee | 3.2 Housing Strategy and Proactive Development Programme | 3 | Request officers report back on the criteria of the Te Kāinga programme. | In progress | Report back due early 2023. |
| Thursday, 9 June 2022 | 158 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 2 | Note that Officers have undertaken a full District Plan Review as directed by the Council on 27 June 2018 and recommend altering the District Plan as identified in the Proposed District Plan and in this Report. | Completed | |
| Thursday, 23 June 2022 | 159 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 3 | Approve the Wellington City Proposed District Plan 2022 as presented to the Pūroro Āmua - Planning and Environment Committee for notification on 18 July 2022, pursuant to Schedule 1 Part 1 and Part 6 of the Resource Management Act 1991. | Completed | |
| Thursday, 23 June 2022 | 160 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 4 | Note the resolution of the 13 May 2022 Pūroro Āmua - Planning and Environment Committee to split the District Plan into those matters which will follow the Intensification Streamlined Planning Process to operative status in November 2023; and those matters which will follow a Part 1, Schedule 1, Resource Management Act 1991 decision making process to operative status. | Completed | |
| Thursday, 23 June 2022 | 161 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 5 | Tomorrow – He Mahere Mokowā mō Pōneke A Spatial Plan for Wellington City 2021, and in particular provides for: a) Greater recognition of mana whenua values and the promotion of an active partnership in resource management processes. b) Zoning to enable more housing capacity and housing choice in and around the City centre, suburban centres, and the City's train stations. c) Intensification and more mixed use within the existing urban area which supports the City's goal of becoming carbon neutral by 2050. d) Character protections in the inner suburbs focused on higher quality character areas, and the removal of the blanket pre-1930s building protections. e) New rules to protect the City's areas of important indigenous biodiversity and significant landscapes through significant natural areas (SNAs) and landscape controls. f) A risk-based approach to managing natural hazards, and the impacts of sea level rise and climate change that balances intensification with adaptation. g) The heritage listing of new areas, buildings, objects, archaeological | Completed | |
| Thursday, 23 June 2022 | 162 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 6 | Note that the Proposed District Plan gives effect to the National Policy Statement on Urban Development by implementing the intensification and qualifying matters as directed by Policies 3 and 4 of this National Policy Statement. | Completed | |
| Thursday, 23 June 2022 | 163 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 7 | Note that the Proposed District Plan gives effect to the Government mandated medium density residential standards, and includes a proposed city outcomes framework. | Completed | |
| Thursday, 23 June 2022 | 164 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 8 | Agree to remove the assisted (affordable) housing chapter from the notified District Plan and instead investigate the use of a targeted rate on land in identified growth areas of the city where additional height has been enabled by the PDP to fund an assisted (affordable) housing fund as part of the wider review of the Rating Policy. | In progress | There are two parts of this action: Remove assisted housing chapter - complete Investigate targeted rate - in progress (This should be action for strategy and policy team) |

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| Thursday, 23 June 2022 | 165 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 9 | Note that the Proposed District Plan must strike the right balance between enabling more intensification, ensuring infrastructure capacity is available to service this development, and managing climate change effects and damaging high rainfall events. This will be achieved through a significant increase in three waters infrastructure investment through the Long-Term Plan, and through Proposed District Plan provisions that will require private development to actively mitigate on-site flood risks. | Completed | |
| Thursday, 23 June 2022 | 166 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 10 | Note that significant natural areas on public and rural land are identified and protected in a manner consistent with the requirements of the Resource Management Act 1991, and directive policies 23 and 24 in the Regional Policy Statement (2013). | Completed | |
| Thursday, 23 June 2022 | 167 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 10b | Agree that Significant Natural Areas (SNA)s on residentially zoned properties be removed from the notified District Plan until the National Policy Statement on Biodiversity has been gazetted and a SNA incentives programme has been developed and considered by Council. | Completed | |
| Thursday, 23 June 2022 | 168 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 11 | Note that Sites of Significance to Māori will follow a Part 1, Schedule 1, Resource Management Act 1991 decision making process to operative status. | Completed | |
| Thursday, 23 June 2022 | 169 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 12 | Agree that a 'significant natural areas incentives programme' be considered as part of the 2023/24 Annual Plan, to assist affected landowners with the protection of these ecologically important areas. | In progress | Myfanwy Emeny may be best to comment on this one as it will be led by PSR with District Plan team support. |
| Thursday, 23 June 2022 | 170 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 13 | Note that the Kāpiti and Hutt/Melling lines meet the definition of rapid transit lines in the National Policy Statement on Urban Development, and that this requires district plans to enable building heights up to 21 metres (6 storeys) within walking catchments of rapid transit stops on these lines. | Completed | |
| Thursday, 23 June 2022 | 171 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 13b | Agree that Johnsonville Railway Line will not be included as a rapid transit line and that any stops on the line will not be identified as rapid transit stops in respect of the National Policy Statement on Urban Development, with the effect that the walking catchment areas and additional height enabled around the rail stations will no longer apply, and instead building heights and densities of urban form commensurate with the level of commercial activity and community services under Policy 3d of the NPS-UD will apply. | Completed | |
| Thursday, 23 June 2022 | 172 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 14 | 14) Approve the Chairperson and Deputy Chairperson of the Planning and Environment Committee and the Chief Executive to be able to make minor changes and edits, as required, to the Proposed District Plan prior to public notification. | Completed | |

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| Thursday, 23 June 2022 | 173 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 15 | Agree to add the following paragraph on the importance of managing first flush rainfall for urban stream health to the introduction of the Three Waters chapter: "Degradation of water quality in urban freshwater ecosystems can occur when stormwater runoff from impervious surfaces is channelled directly into streams and rivers. The 'first flush' of stormwater during a rain event can include higher levels of contaminants. New development using copper or zinc building materials (two common contaminants) will need to treat these surfaces or the stormwater from these surfaces to avoid copper or zinc from entering stormwater. New development will also need to include water sensitive design methods so that development contributes to promoting positive effects and avoids, remedies or mitigates adverse effects on the health and well-being of water. The adoption of stormwater capture and retention and water sensitive design techniques will assist in managing the environmental effects of the 'first flush' of stormwater as well as peak flows and volumes. | Completed | |
| Thursday, 23 June 2022 | 174 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 16 | Agree to require best practice approach to water sensitive design by changing the wording of THW-P1 (iii) to "Demonstrate best practice approach to the management of stormwater quality and quantity" and THW-R4 Matters of discretion item 3. To "adoption of best practicable option for stormwater retention and treatment" | Completed | |
| Thursday, 23 June 2022 | 175 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 17 | Agree that a 'grey water reuse incentives programme' be considered as part of the 2024-2034 Long Term Plan, to assist affected landowners with the retention and reuse of grey water. This will be done with Wellington Water and Greater Wellington Regional Council and give particular emphasis to Mana Whenua with respect to water reuse. | In progress | Note that this action will be a joint action between District Planning and Strategy and Policy Teams |
| Thursday, 23 June 2022 | 176 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 18 | Remove standards requiring 1.5m front yard and 1m side yards in the medium density residential zones and high density residential zones for the construction, addition or alteration of buildings and structures where no more than three residential units occupy a site, so that it would be permitted for a building to be built up to the front and side boundaries of a site. | Completed | |
| Thursday, 23 June 2022 | 177 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 19 | Request that officers investigate options to incentivise development on underdeveloped land as part of the wider review of the Rating Policy, including land value only rating (as recommended by the Productivity Commission) and a targeted rate on underdeveloped land in the city centre, metropolitan, local and neighbourhood centres. | In progress | Note this is an action for the Strategy and Policy Team |
| Thursday, 23 June 2022 | 178 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 20 | Agree that officers report back early in the new triennium on the short stay accommodation market in Wellington provided by AirBnB and other providers, and the effectiveness of options used here in New Zealand and abroad to manage and or regulate the short stay accommodation market provided by AirBnB and other providers. | In progress | Note this is an action for the Strategy and Policy Team |
| Thursday, 23 June 2022 | 179 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 21 | Instruct officers to remove the proposed heritage listing for 355 The Parade, Island Bay from the Schedule of Heritage Buildings prior to the Notification of the District Plan. | Completed | |
| Thursday, 23 June 2022 | 180 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 22 | Note that officers will update the WCC website with information on how to delist a heritage building. | Completed | |

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| Thursday, 23 June 2022 | 181 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 23 | Agree that the walking catchments recommended by officers, in respect of the spatial plan, to be reinstated as follows: •10 mins walking catchment around City Centre Zone (CCZ) and metropolitan centres except where limited by natural hazard •10 mins walking catchment around Tawa and Kenepuru stations. •5 mins walking catchment around the other stations designated as rapid transit along the Hutt/Melling Kapiti lines. | Completed | |
| Thursday, 23 June 2022 | 182 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 24 | Identify the Outer Green Belt including those areas broadly intended to be included into the OGB as Amenity Landscapes. | Completed | |
| Thursday, 23 June 2022 | 183 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 25 | Approve the extension of the Thorndon Character Area to include an additional property at 290 Tinakori Road and correct a mapping error made within the Proposed District Plan. | Completed | |
| Thursday, 23 June 2022 | 184 | Pūroro Āmua Planning and Environment Committee | 2.1 Approval of Proposed District Plan for Public Notification | 26 | Apply 'Minimum sunlight access – public space' standards to open space zoned parks adjacent to sites zoned High Density Residential Zone instead of height in relation to boundary controls. Sunlight access must be maintained in a minimum of 70% of the area during 10am and 3pm at either of the equinoxes (i.e. 21 March or 23 September) | Completed | |
| Tuesday, 2 August 2022 | 655 | Pūroro Āmua Planning and Environment Committee | 2.1 Botanic Garden ki Paekākā to city Hearings | 1 | Receive the information. | Completed | |
| Tuesday, 2 August 2022 | 656 | Pūroro Āmua Planning and Environment Committee | 2.1 Botanic Garden ki Paekākā to city Hearings | 2 | Hear the oral submitters and thank them for their submissions. | Completed | |
| Thursday, 11 August 2022 | 657 | Pūroro Āmua Planning and Environment Committee | 2.1 Petition: Pedestrian Crossing for Monorgan Road | 1 | Receive the information. | Completed | Presented and approved by Councillors on 11 August. |
| Thursday, 11 August 2022 | 658 | Pūroro Āmua Planning and Environment Committee | 2.1 Petition: Pedestrian Crossing for Monorgan Road | 2 | Notes that Council acknowledges the safety concerns raised by the community and understands the need for a crossing facility. Officers will start public consultation once we have a preliminary design ready. Further to the consultation and once the best design is chosen, a road safety assessment will be undertaken and then, if no additional changes will be required, a construction panelist is chosen and construction starts. | Completed | Presented and approved by Councillors on 11 August. |
| Thursday, 11 August 2022 | 659 | Pūroro Āmua Planning and Environment Committee | 3.1 Botanic Garden ki Paekākā to City bike and bus improvements - traffic resolution approval | 1 | Receives the information | In progress | |
| Thursday, 11 August 2022 | 660 | Pūroro Āmua Planning and Environment Committee | 3.1 Botanic Garden ki Paekākā to City bike and bus improvements - traffic resolution approval | 2 | Notes the submissions | In progress | |
| Thursday, 11 August 2022 | 661 | Pūroro Āmua Planning and Environment Committee | 3.1 Botanic Garden ki Paekākā to City bike and bus improvements - traffic resolution approval | 3 | Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2 | In progress | |

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| Thursday, 11 August 2022 | 662 | Pūroro Āmua Planning and Environment Committee | 3.1 Botanic Garden ki Paekākā to City bike and bus improvements - traffic resolution approval | 4 | Agrees to make the following changes to the traffic resolution: a) Extend bus stop 4313 on the north side of Glenmore Street 2 meters eastwards b) Relocate bus stop 5312 on the south side of Tinakori Road 5 meters westwards c) Agree to the proposed parking zone boundary alterations for Thorndon and Kelburn, in line with officers' recommendations. d) Extend the hours for the downhill shared bus and bike lane on Tinakori Road to 7am-10am Monday to Friday. | In progress | |
| Thursday, 11 August 2022 | 663 | Pūroro Āmua Planning and Environment Committee | 3.1 Botanic Garden ki Paekākā to City bike and bus improvements - traffic resolution approval | 5 | Adopt the traffic resolution set out in Attachment 3, incorporating the changes set out in recommendation 4 | In progress | |
| Thursday, 11 August 2022 | 664 | Pūroro Āmua Planning and Environment Committee | 3.2 Forward Programme | 1 | Receive the information. | Completed | |
| Thursday, 11 August 2022 | 665 | Pūroro Āmua Planning and Environment Committee | 3.2 Forward Programme | 2 | Note the following items have been added to the Forward Programme for September: 8 th September 2022 • Oral Hearings on proposed bike and bus improvements Newtown to City 15th September 2022 • Decision on proposed bike and bus improvements Newtown to City • Approach to speed management • Paper with options going forward for the Curtis/Chaytor/Raroa intersection | Completed | |
| Thursday, 11 August 2022 | 666 | Pūroro Āmua Planning and Environment Committee | 3.3 Actions Tracking | 1 | Receive the information. | Completed | |