

18 July 2018

Proposed Plan Change 45
Upper Hutt City Council
Private Bag 907
UPPER HUTT

By email to: planning@uhcc.govt.nz

**SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN, CHANGE OR
VARIATION (FORM 5)
Upper Hutt City – Proposed Plan Change 45: Signs**

NAME OF SUBMITTER:

KiwiRail Holdings Limited (KiwiRail)

ADDRESS FOR SERVICE:

Wellington Railway Station
PO Box 593
WELLINGTON 6140

Attention: Pam Butler

KiwiRail Submissions on Proposed District Plan

KiwiRail Holdings Limited (KiwiRail) is the State-Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail Holdings Limited is also the Requiring Authority for land designated “Railway Purposes” (or similar) in District Plans throughout New Zealand. Locally this includes the Wairarapa Line.

KiwiRail’s submissions on the Proposed Plan Change on Signs are set out in the attached table. Insertions we wish to make are marked in **bold** and **underlined**, while recommended deletions are shown as ~~struck out~~ text.

KiwiRail wishes to speak to our submission and will consider presenting a joint case at the hearing with other parties who have a similar submission. KiwiRail could not gain an advantage in trade competition through this submission.

Regards



Pam Butler
Senior RMA Advisor
KiwiRail

Number	Section/clause reference	Support/ Oppose/Seek Amendment	Submission/Comments/Reasons	Relief Sought (as stated or similar to achieve the requested relief)
New Chapter 8A.3: Signs				
1	8A.3.1 Introduction to signs	Support	KiwiRail are supportive of the introductory text for the new signs Chapter in the first paragraph of 8A.3.1 Introduction to Signs where it notes that the new signs rules are designed to address traffic safety matters. KiwiRail operates, maintains and enhances its railway lines in the District. KiwiRail has both a temporary need (when works are taking place on or near the corridor) and permanent need (at level crossings and at approaches to stations) to ensure that traffic safety is maintained.	Retain as notified.
2	Objective 8A.3.2	Support	The Objective is supported as it seeks to promote traffic safety. Further, reference to the transport network rather than solely to roads is supported as it would also apply to the railway network.	Retain 8A.3.2.1 (b) as notified
3	Policy 8A.3.3.3 (d)	Amend	KiwiRail considers that restricting the policy to <u>road users</u> only potentially excludes other transport modes, including the railway corridor. It would be prudent to widen the scope of the policy to reflect the term already used in Objective 8A.3.2, and alter the clause to apply to the 'transport network'. This would have the added benefit of allowing a consideration of any signs which may distract train drivers (i.e. flashing/moving signs which might mimic or distract from signals).	Amend Policy 8A.3.3.3 (d) as follows: (d) manages any moving, digital or changing signage, and illuminated signage to protect residential amenity and to not compromise the safety of road transport network -users
4	8A.3.4 Rules: Exemptions	Support and amend	KiwiRail supports the proposed exemptions. In exemption (d) (which should be (c) as there are only 4 exemptions listed) railway network signs have a functional safety need and are sometimes installed to respond to site works projects, disruptions or incidents. To be consistent with the Signs Objectives and Policies exemption (d) should be widened so that it includes the railway network (including directional signs at stations).	Retain the exemptions (a) (b) and (e) as notified. Amend (d) to read; (d) Any official regulatory or traffic transport network sign