

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Ngā Meneti | Minutes

9:30 am Rāapa, 19 Pipiri 2024

9:30 am Wednesday, 19 June 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



PRESENT

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly (via audio visual link)
Councillor McNulty (Deputy Chair) (via audio visual link)
Councillor Rogers

IN ATTENDANCE

Deputy Mayor Foon
Councillor Randle

TABLE OF CONTENTS

19 JUNE 2024

Business	Page No.
<hr/>	
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	5
1.6 Public Participation	5
2. General Business	7
2.1 Proposed Road Closure	7
2.2 New Community Recreation Town Belt Leases	9
2.3 Traffic Resolutions	10
2.4 Pre-Approval Applications to Trade on the Wellington Town Belt	12
2.5 Decision register updates and upcoming reports	13

1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting (hui) open at 9:30am and read the following karakia to open the hui.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

1.2 Apologies

No apologies were received.

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Free, seconded Mayor Whanau

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 23 May 2024, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Items not on the Agenda

There were no items not on the agenda.

(Councillor Calvert joined the hui at 9:34am)

1.6 Public Participation

1.6.1 Jody Seabright

Representing Wellington Motor Sport Incorporated, Jody Seabright spoke to item 2.1

Proposed Road Closures.

1.6.2 Chris Horne

Chris Horne spoke to item 2.1 Proposed Road Closure.

1.6.3 Ellen Blake

Representing Living Streets Aotearoa, Ellen Blake spoke to item 2.3 Traffic Resolutions.

1.6.4 Dan

Dan spoke to item 2.3 Traffic Resolutions.

1.6.5 Elspeth White

Elspeth White spoke to item 2.3 Traffic Resolutions.

Attachments
1 Jody Seabright Tabled Document
2 Chris Horne Tabled Document
3 Elspeth White Attachment

(Councillor McNulty left the hui at 10:05am)

2. General Business

Secretarial note: The motion was moved with changes to the officers recommendations, as marked in red.

2.1 Proposed Road Closure

Moved Councillor Free, seconded Councillor Calvert

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following roads to vehicles and cyclists (including motorised scooters) for the events listed below. The closures are to be subject to the conditions listed in the proposed road closure impact reports.
 - a. **Newtown Festival.** Sunday 2 March 2025 5.00am to 9.00pm (postponement date Sunday 6 April 2025 5.00am to 9.00pm).
 - i. Riddiford Street (between Hall Street and Rhodes Street).
 - ii. Rintoul Street (between Riddiford Street and Millward Street) (Note: The segment of this Rintoul Street closure from Colombo Street to Riddiford Street begins Saturday 1 March 2025 6pm to 11.30pm).
 - iii. Colombo Street from the west side of Manley Terrace to Rintoul Street. (Note: The segment of this Colombo Street closure from in front of number 9 Colombo to Rintoul Street begins on Saturday 1 March 2025 at 7am and extends to 11.30pm Sunday 2 March 2025).
 - iv. Manley Terrace (all of Manley Terrace).
 - v. Constable Street (between Riddiford Street and Daniell Street).
 - vi. Hall Street (between Riddiford Street and Hall Avenue).
 - vii. Emmett Street (all of Emmett Street).
 - viii. Green Street (all Green Street).
 - ix. Wilson Street from in front of number 21 to Riddiford Street including the off-street public carpark. (Note: Wilson Street closure extends to 1.30pm Sunday 2 March 2025. During the Wilson Street closure, the remaining open segment of this block of Wilson Street to Daniell Street become two ways.)
 - x. Newtown Avenue (all of Newtown Avenue) (Note: The closure in front of 17 and 19 Newtown Avenue, where the stage se-up happens begins on Saturday 1 March 2025 at 11am and extends to 11.30pm Sunday 2 March 2025).
 - xi. Normanby Street (from in front of number 14 to Riddiford Street).
 - xii. Donald McLean Street (all of Donald McLean Street). (Note: The closure of the Donald McLean laneway at 5 Donald McLean Street begins on Saturday 14 March 2025 at 11am and extends to 11.30pm Sunday 2 March 2025)
 - xiii. Ferguson Street (from number 15 to Donald McLean Street).
 - xiv. Gordon Street (all of Gordon Street).
 - xv. Gordon Place (all of Gordon Place) (Note: the Gordon Place closure from in front of number 7 to the end of Gordon Place begins on Saturday 1 March 2025 at 11am and extends to 11.30pm Sunday 2 March 2025).
 - xvi. Florence Street (all of Florence Street).
 - xvii. Arney Street (all or Arney Street).

xviii. Proposed Temporary one-way traffic and bus route during the Newtown Festival closures:

- i. Daniell Street – from Constable Street to Mein Street becomes ONE WAY NORTH as the festival bypass towards the city.
- ii. Owen Street – from Mein Street to Constable Street becomes ONE WAY SOUTH as the festival bypass from the city.

Back Up alternative to Newtown Festival a small showcase

- ~~b. **Contingency 1 Newtown Festival – Side Street Showcase.** Saturday 1 March 2025 6.00pm to Sunday 2 March 2025 10.00pm (Postponement date Saturday 3 April 2025 6.00am to Sunday 6 April 2025 10.00pm).~~
 - ~~i. **Emmett Street** (all of Emmett Street).~~
 - ~~ii. **Wilson Street** from in front of number 5 (not including the driveway) to Riddiford Street, including the off-street carpark.~~
 - ~~iii. **Newtown Avenue** from in front of number 16 to in front of number 24.~~
 - ~~iv. **Donald McLean Laneway** at number 5 Donald McLean Street.~~
 - ~~v. **Gordon Place** from in front of number 7 to the end of Gordon Place.~~
- ~~c. **Celebrate Matariki.** Friday 30 June 2025 6.00am to Sunday 22 June 2025 8.30pm (see details Contingency 1 Newtown Festival – side Street Show case).~~
- ~~d. **Contingency 2 Newtown Festival Wilson Street – Pop-Up Events.** Third weekend of every month 1 July 2024 6.00pm Friday to Sunday 8.00pm 30 June 2025.~~
 - ~~i. **Wilson Street** from in front of number 5 (not including their driveway) to Riddiford Street including the off-street public carpark.~~
- ~~e. **Contingency 3 Newtown Festival – Newtown Ave Block Festival.** First weekend of every month 1 July 2024 to 30 June 2025 Friday 6.00pm to Sunday 8.00pm.~~
 - ~~i. **Newtown Avenue** from in front of number 16 to in front of number 24 Newtown Avenue.~~
- f. **Shelly Bay Sprint.** Sunday 10 November 2024 7.00am to 6.00pm.
 - i. Massey Road (Scorching Bay Reserve to the northern entrance to the former Shelly Bay Defence Base).
- g. **Alexandra Hill Climb.** Sunday 16 March 2025 7.00am to 6.00pm.
 - i. Alexandra Road (Constable Street to Lookout Road).

Carried

(The hui adjourned at 10:38am and resumed at 10:54am with all members present.)

2.2 New Community Recreation Town Belt Leases

Moved Councillor Abdurahman, seconded Councillor Chung

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Recommend that Te Kaunihera o Pōneke | Council (as required under the Wellington Town Belt Act 2016):
 - a. Approve the new ground leases for:
 - i. Island Bay United AFC.
 - ii. Island Bay Softball Club.
 - iii. Mornington Golf Club.

Secretarial Note: Voting was taken by parts

Clause 2.a.iii:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Chung, Councillor Free (Chair), Pouwi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Councillor Calvert

Majority Vote: 7:1

Carried

All remaining clauses:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouwi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

2.3 Traffic Resolutions

Moved Councillor Free, seconded Councillor Rogers

That the Koata Hātepe | Regulatory Processes 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. TR49-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3816).
 - b. TR56-24 Adelaide Road and Luxford Street, Berhampore – Shared Path.
 - c. TR65-24 Vallance Street, Kilbirnie - Proposed P10 Time Limited Parking restriction for School Pick Up - Drop Off.
 - d. TR72-24 Kaiwharawhara Road, Kaiwharawhara - P180 8am-6pm Monday-Friday time limited parking restriction.
 - e. TR73-24 Malvern Road, Ngauranga - No Stopping At All Times.
 - f. TR74-24 Ngatoto Street, Khandallah - Stop Control.
 - g. TR76-24 Wilton Road, Wilton - Formalise Bus Stop (#4129 and #5129).

Secretarial Note: Voting was taken by parts

Clause 1:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouwi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

Clause 2a:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouwi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

Clause 2b:

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

For:

Mayor Whanau, Councillor Free (Chair), Pouivi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Councillor Calvert, Councillor Chung

Absent:

Councillor Abdurahman

Majority Vote: 5:2

Carried

Clause 2c:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouivi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

Clause 2d:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouivi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

Clause 2e:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouivi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

Clause 2f:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Chung, Councillor Free (Chair), Pouivi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Councillor Calvert

Majority Vote: 7:1

Carried

Clause 2g:

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free (Chair), Pouwi Kelly, Councillor McNulty (Deputy Chair), Councillor Rogers

Against:

Majority Vote: 8:0

Carried

(Councillor Abdurahman left the hui at 10:53am)

(Councillor Abdurahman joined the hui 10:54am)

2.4 Pre-Approval Applications to Trade on the Wellington Town Belt

Moved Councillor Chung, seconded Mayor Whanau

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to allow the following five new professional dog walkers to carry out their low-scale and low-impact trading activities on Wellington Town Belt for a period of two years, pursuant to the Wellington Town Belt Act 2016 and the Trading and Events in Public Places Policy 2022:
 - a. The Hound Way
 - b. Lisa Frances Jagusch
 - c. The Happy Dog NZ (Wellington)
 - d. Linas Lead
 - e. Miki
- 3) Note that the approval to operate on Wellington Town Belt is conditional on each operator having a current trading licence from the Council.

Carried

2.5 Decision register updates and upcoming reports

Moved Councillor Free, seconded Councillor Rogers

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.

Carried

The hui concluded at 12:05 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

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

Minute item attachments

9:30 am Wednesday, 19 June 2024
Ngake (16.09), Level 16, Tahiwi
113 The Terrace
Pōneke | Wellington

Business	Page No.
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Regulatory Processes Committee - 19/06/2024

- | | |
|-----------------------------------|---|
| 1. Jody Seabright Tabled Document | 2 |
| 2. Chris Horne Tabled Document | 6 |
| 3. Elspeth White Attachment | 8 |



WELLINGTON CAR CLUB (INC.)

P O Box 9072
WELLINGTON

www.carclub.co.nz

2024 - Update to Wellington City Council

Submission in Support of Road Closure Application

Report to Maria Taumaa, and Wellington City Council -
in support of the motorsport events Wellington Car Club run in the city.
Being Alexandra Road Seal Hillclimb and Shelly Bay Seal Sprint.

Wellington Car Club is pleased to be able to provide this submission in support of our events, and update the council on how we as a sport are actively working towards the reduction of fossil use.

As we have noted in previous submissions, Wellington Car Club was first established in 1936, where we have been actively engaging with the council over this time to run our events at various locations in the city.

Unfortunately over the years the number of events we hold has diminished considerably, where the last two remaining motorsport events we run in the city are our annual sprint events at Alexandra Rd and at Shelly Bay.

Alexandra Road Hillclimb was first run in 1957 and has been held annually since then. The Shelly Bay event was first run in 1994 and again is an annual event. Both events are part of the regional Seal Sprint Series run by the Wellington Motorsport Association, making up 2 rounds of the 6 or 7 events that are contested each year. This means that these events are both historically important to our city, and important to the region as a whole.

In order to ensure that we minimise impact from our events we continue to work closely with those in the local area. A few examples of this include our strong working relationship with the SPCA, who are supportive of our event. We maintain access to sporting groups with clubrooms off Alexandra Rd so that they are not adversely affected. And we continue to collaborate with John at the Chocolate Fish Café, now that the café is open again, to ensure that customers know the venue is open on the day of the event.

As previously reported, as a motorsport club we are fuel agnostic. We have demonstrated this by the inclusion of electric vehicles in our Alexandra Road Hillclimb. We are pleased to report that three EVs competed in this event earlier this year. It is also noted that regionally the Wellington Motorsport Association has added an EV class to all of its trophy series, and that EV participation in events run by Hutt Valley Motorsport Club has continued to increase.

As sport, the Motorsport community, both nationally and internationally is more acutely aware of the issues that society faces from emissions than any other sport. At a national level, all organisers and clubs are being supported by MotorSport NZ with significant tools to encourage the reduction and mitigation of the emissions our sport has. At a local level Wellington Car Club, in association with the other motorsport clubs in the region, has demonstrated how we are actively working to encourage the use of alternative fuels, reduce waste and share resources.

It is noted that that in addition to the inclusion of electric vehicles at our events, many competitors are already using ethanol or ethanol blend fuels which have significantly less emissions than traditional fossil fuels.

Please also see below for updates on event specific information, a copy of the Facebook post from the Wellington EV Owners group, and for information on how motorsport is being used as a test bed to decarbonise our future vehicle fleets.

Affiliated to MotorSport New Zealand (Inc.)

The Importance of Local Competitions

As a sport, we are uniquely positioned to be able to influence and create conversations around alternatives to fossil fuels. The ability to be able to provide local events that can demonstrate the power and potential of these alternatives, in a safe environment, is important in providing a very accessible way for the public to engage with new technology and future energy sources. It acts as a catalyst to people who may otherwise be slow or reluctant adopters of newer technology.

Therefore it is important for the Alexandra Rd and Shelly Bay events to continue, so that these opportunities are not missed or reduced, and in fact can and should be used as a way to encourage change.

Event Specific Initiatives

Public Transport –

In respect of the Alexandra Road event, our club works closely with Metlink to ensure that the bus service to the Mt Victoria lookout is able to be maintained. We have altered our traffic management plan in recent years to ensure that buses can turn around and maintain this valuable service, on an important tourist route.

Ride Sharing –

For both events we encourage spectators and officials to share transport when they attend. Apart from reducing the number of vehicles on the road, parking at the venues is limited, so this serves a number of purposes.

Reduction and Recycling of Consumables –

For many years now, our club has been reducing waste and recycling the materials used to run the events. This includes barriers, temporary fencing, signage, way finding, competition numbers, documentation, and the like.

Minimal rubbish is collected at each event as all competitors are encouraged to take their rubbish with them, allowing them to recycle or manage their waste at home, and utilise the established council bin systems.

Wellington EV Owners Group –
Facebook Post from Alexandra Rd 2024



Motorsport in the Wider Context

The push to reduce emissions is being led internationally by the FIA (motorsport's world governing body the Fédération Internationale de l'Automobile), and is being supported by major car manufacturers.

Recent media reports have highlighted how motorsport continues to be used as the proving ground for new technologies. This allows for research and development in a controlled environment.

Toyota entered the Fuji SUPER TEC 24 Hours Race in May this year, with a GR Corolla H2 Concept (hydrogen-powered Corolla) running on liquid hydrogen. It is the first time in the world that a vehicle has raced with liquid hydrogen fuel. <https://www.motorsport.com/super-taiyu/news/toyota-liquid-hydrogen-fuji-24hours/10475048/>

The carbon-neutral fuel supplier P1 is in talks with Formula 1 teams about future partnerships. The fuel is already the exclusive supplier for the World Rally Championship. P1's produces a fossil-free hydrocarbon-based fuel, with a blend of synthetic and bio-fuel components. P1 Fuels believes that showcasing its technology in motorsport can help fast track its products to widespread consumer adoption. <https://www.motorsport.com/f1/news/vettels-carbon-neutral-fuel-supplier-in-talks-with-f1-teams/10468778/>

The World Rally Championship continues to enhance the electric hybrid systems that are currently in all tier 1 cars. Combined with the use of P1 fuels, the WRC identified a marked reduction in net CO2 emissions, but with the same performance characteristics and the closest possible price point to the current fuel. Providing an innovative, sustainable and cost-efficient fuel available at scale is not only exciting for the world of motor sport, but the world of motoring, a promising sign that the future of carbon-neutral production automobiles is now a step closer to reality. <https://www.wrc.com/en/more/beyond-rally/innovation/sustainable-fuel/>

Research work continues to find new sources of renewable materials to make biofuel that can be scaled up to commercial quantities. The solid waste left over from wine-making could make a competitive biofuel, University of Adelaide researchers have found. Published in the journal Bioresource Technology, the researchers showed that up to 400 litres of bioethanol could be produced by fermentation of a tonne of grape marc (the leftover skins, stalks and seeds from wine-making). <https://www.sciencedaily.com/releases/2015/08/150820090907.htm>

Effect on New Zealand Motorsport

It hasn't taken long for the international efforts highlighted above to impact on local motorsport.

TOYOTA GAZOO Racing New Zealand has conducted a successful test programme with the same P1 carbon-neutral fuel that the WRC has approved, TGRNZ is hoping to use the fuel from 2024 or 2025. That would make the Kiwi championship the first FIA Formula Regional series to genuinely use 100% sustainable fuel. <https://www.scoop.co.nz/stories/CU2306/S00047/toyota-gazoo-racing-new-zealand-makes-giant-stride-towards-carbon-neutral-motorsport.htm>

Hayden Paddon, New Zealand's most successful and influential rally driver, has continued to develop his all electric rally car. He is about to implement a major upgrade to the Hyundai Kona EV rally car he has had in development for the last few years. This will increase not only the performance but also the range of the vehicle in competition conditions. <https://www.newsroom.co.nz/sustainable-future/hayden-paddons-rallying-cry-for-motorsport>

De-carbonising Our Future

From the examples above, it can be seen that rather than a relying solely on electricity to power future vehicles, there are a range of fuels and opportunities being developed. Each one will have its strengths and weaknesses for different purposes. Motorsport is a significant test bed to allow that technology to be refined and developed.

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31 May 2024

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Regulatory Processes Committee
Wellington City Council

Proposal to Close Roads
As advertised in Public Notices in *The Post* on 18 May 2024

Shelly Bay Sealed Sprint
Sunday 10 November 2024 7.00am to 6.00pm

- I object to this proposal for the following reasons:
- 1. Production of greenhouse gas emissions exacerbating the risks of global climate change for purely frivolous reasons;
 - 2. Removal of the rights of walkers, runners and cyclists to use the route for eleven hours;
 - 3. Disturbance to native birds and lizards caused by the noise of motor vehicles and possibly death by impact with the vehicles;
 - 4. Damage to the road surface caused by the tyres of rapidly accelerating and rapidly braking speeding motor vehicles.

Decision I wish the Regulatory Processes Committee to make:

I recommend that the committee abandon the proposal in its entirety.

.....

Alexandra Hill-climb
Sunday 16 March 2025 7.00am to 6.00pm

- I object to this proposal for the following reasons:
- 5. Production of greenhouse gas emissions exacerbating the risks of global climate change for purely frivolous reasons;

- 6. Removal of the rights of walkers, runners and cyclists to use the route for eleven hours;
- 7. Disturbance to native birds and lizards caused by the noise of motor vehicles and possibly death by impact with the vehicles;
- 8. Damage to the road surface caused by the tyres of rapidly accelerating and rapidly braking speeding motor vehicles.

Decision I wish the Regulatory Processes Committee to make:

I recommend that the committee abandon the proposal in its entirety.

Speaking at hearing by the committee

I wish to speak in support of my submissions on both applications.

Ngā mihi,
J Chris Horne

Reasons to say no to proposed shared path and additional raised crossing - TR 56-24

Give effect to pedestrian priority

18 metres of shared space that has previously been footpath, on one of the busy main walking routes close to the primary school - a significant change.

TR paper states that other pedestrian improvements have been made across the project - great, appreciate those, but that doesn't justify reducing pedestrian safety here

Officer response states it "gives more space to those on larger bikes" - frightening when you are a pedestrian, especially a child walking to school

This is the second shared path you have proposed that directly affects pedestrians travelling to the school

Cyclists already have options

Message from City Design Team: “Although we only envisage less confident people on bikes turning right at this hook turn needing to use the striped red/shared area (as they also have their own ramp built onto the current road space), general practice is to TR shared path for the length of the footpath involved. The red striped area indicates the conflict zone where pedestrians and riders will need to look out for each other. More confident right turning riders will continue to use the right turn lane and all straight through riders will continue to use the straight through lane up Adelaide Road”

What about getting off your bike and walking across the existing crossing- crossing is light controlled.

Choose to ride a quieter route entirely avoiding the entire village area e.g Adelaide, Dawson, Rintoul.

No existing safety issue warranting a raised crossing

TR paper states:

Two crashes over the period 2019 – 2024 at this intersection that noted speed as a factor, despite the fact there are averagely 15,780 vehicle movements per day

Total traffic movements over the 5 year period: 28.8million

Less than 1 speed related accident per 14 million car movements.....

Cost implications

Additional cost of building an extra raised crossing - what is it? Not disclosed in papers

Project has already added in 6 raised crossings in Berhampore that I can think of, 4 of those in completely new locations

Not actually good for cyclists travelling north....

The proposed raised crossing is on a steep uphill section of Adelaide Road.

You will travel through the intersection, start riding uphill then be confronted with a raised crossing to go over right as the hill gets steeper

Already a difficult hill for the average mum rider!

Very selective community consultation

Officer summary states [this] “design modification, approved by Councillors”

This specific design was not included in the Dec 2023 meeting papers, where the full design was approved

Despite knowing how many submissions you received on the Newtown Berhampore project, with notification of the TR - notifying only some properties, no more than 1-2 minutes walk away from the intersection (mysteriously missing out the large Palm Grove apartments building which traditionally has many Berhampore School families living there)

Very selective community consultation

Chose not to contact those who had submitted on the project to see what they thought

Deliberately putting bikes on a footpath where you know primary school foot traffic is high is a matter of interest to the community

Listen to local voices

Local voices can have important information to offer that will not necessarily be picked up by traffic counters, your designers, or those lacking detailed local knowledge

1st example: the drop kerb for mobility park at the shops has lead to a noticeable increase in cyclists riding up on the footpath to skip the traffic lights at the corner-bad for pedestrians

2nd example

