

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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

9:30 am Rāpare, 8 Hereturikōkā 2024

9:30 am Thursday, 8 August 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
Councillor McNulty (Deputy Chair)
Councillor Rogers

IN ATTENDANCE

Deputy Mayor Foon
Councillor Randle
Councillor Young

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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

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Accept the apologies received from Mayor Whanau for early departure.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Free, seconded Councillor Chung

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 19 June 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.

1.6 Public Participation

The following members of the public addressed the committee regarding items on the agenda:

Name	On behalf of	Regarding
Martin Hanley	Newtown Festival	Item 2.3 Proposed Road Closures
James Burgess	Cycle Wellington	Item 2.3 Proposed Road Closures
Damien Hochberg	Beers at the Basin	Item 2.3 Proposed Road Closures
Billy Clemens	Ia Ara Aotearoa Transporting New Zealand Inc.	Item 2.1 Thorndon Quay Pedestrian Crossings
Rob Giller	Bus and Coach NZ	Item 2.1 Thorndon Quay Pedestrian Crossings
Alex Gray	Automobile Association Wellington District Council	Item 2.1 Thorndon Quay Pedestrian Crossings
Jonathan Bhana-Thomson	NZ Heavy Haulage Association	Item 2.1 Thorndon Quay Pedestrian Crossings
Angela Kernohan		Item 2.2 Traffic Resolutions TR83-24 Onepu Road, Lyall Bay - No Stopping At All Times
Katie Underwood and Carl Savage	Greater Brooklyn Residents Association	Item 2.2 Traffic Resolutions TR75-24 Ohiro Road Brooklyn
Martin Taylor		Item 2.2 Traffic Resolutions TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times
Bill Dashfield		Item 2.2 Traffic Resolutions TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times
Adam Bradley		Item 2.2 Traffic Resolutions TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times
Klara Szentirmay		Item 2.2 Traffic Resolutions TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times
Paul Hellyer		Item 2.2 Traffic Resolutions TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times
Conan Hunt		Item 2.2 Traffic Resolutions TR85-24 Tyne Street, Island Bay- No Stopping At All Times
Sharon Newman		Item 2.2 Traffic Resolutions TR85-24 Tyne Street, Island Bay- No Stopping At All Times

Tim Cleary		Item 2.2 Traffic Resolutions TR85-24 Tyne Street, Island Bay- No Stopping At All Times
John McCarten		Item 2.2 Traffic Resolutions TR85-24 Tyne Street, Island Bay- No Stopping At All Times
Ian Hollins		Item 2.2 Traffic Resolutions TR90-24 Kenya Street, Ngaio - No Stopping At All Times
Attachments		
1 IAATNZ Billy Clemens		
2 Conan Hunt		
3 Sharon Newman		
4 Bill Dashfield		
5 Ron and Jane Clink		

Secretarial note: The Chair tabled a letter from Ron and Jane Clink regarding Item 2.2 Traffic Resolutions TR85-24 Tyne Street, Island Bay- No Stopping At All Times which was circulated to members ahead of the meeting.

(Mayor Whanau left the hui at 10:25am and returned at 10:27am)

Secretarial note: The hui adjourned at 10:32am and resumed at 10:45am with all members present.

Secretarial note: The hui adjourned at 11:30am and resumed at 11:45am with all members present.

(Mayor Whanau left the hui at 12:13pm and returned at 12:16pm)

2. General Business

2.1 Thorndon Quay Pedestrian Crossings

Moved Councillor Free, seconded Pouiwi Kelly

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Direct officers to ~~proceed with the approved design, maintaining the raised pedestrian crossings in adherence to the New Zealand Transport Agency's guidelines and maintaining the existing status of the pre-construction Safe System Audit results which resulted in no "Significant" or "Serious" safety risks being identified.~~ **continue with the construction of Thorndon Quay upgrades with the following changes:**
 - a. **Remove the signalised pedestrian crossing and raised safety platform at Gun City (87 Hutt Road)**
 - b. **Remove the raised safety platforms and install signalised pedestrian crossings only outside Hirepool (243 Thorndon Quay) and Bordeaux Bakery (220 Thorndon Quay).**
 - c. **Retain the raised safety platforms outside Co. Kids/VTNZ (170 Thorndon Quay)**
 - d. **Retain the signalised pedestrian crossings outside Co. Kids/VTNZ (170 Thorndon Quay)**
 - e. **Retain the raised safety platforms outside Pipitea Marae (55-59 Thorndon Quay).**
 - f. **Retain the signalised pedestrian crossings outside Pipitea Marae (55-59 Thorndon Quay).**
3. **Direct Officers to work with GWRC to investigate the development of a consistent approach which considers the tradeoffs between pedestrian and public transport improvements.**

Secretarial note: The motion moved differed from the recommendations in the officer's report, the changes are marked in red.

Moved Councillor Calvert, seconded Councillor Chung the following amendment:

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

2. Direct officers to continue with the construction of Thorndon Quay upgrades with the following changes:
 - b. Agree to refer the matter of implementing raised pedestrian platforms to Council on 5th September to enable formal information on NZTA requirements to be considered and to seek clarification from key stakeholders and local adjacent businesses on their requirements in terms of the nature of the pedestrian crossings.
3. Direct officers to work with GWRC and key transport stakeholders to investigate the development of a consistent approach which considers the trade-offs between pedestrians, transport carriers and public transport improvements.
4. Note that officers will review speed platforms and speed bumps where WCC has received complaints.

Partially carried

A division was called for. The motion was voted on in parts, voting on which was as follows:

Clause 2b

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor McNulty

Against:

Mayor Whanau, Councillor Free, Pouivi Kelly, Councillor Rogers

Majority Vote: 4:4

Equal

Secretarial note: The vote being tied, the chairperson applied their casting vote against the clause. The clause lost by 5:4 votes.

Clause 3

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor McNulty

Against:

Mayor Whanau, Pouivi Kelly, Councillor Rogers

Majority Vote: 5:3

Carried

Clause 4

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor McNulty, Councillor Rogers

Against:

Mayor Whanau, Pouivi Kelly

Majority Vote: 6:2

Carried

(Councillor McNulty left the hui at 1:11pm)

(Councillor Calvert left the hui at 1:11pm)

(Councillor Abdurahman left the hui at 1:11pm)

Moved Councillor Free, seconded Pouiwi Kelly the following substantive motion:

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Direct officers to continue with the construction of Thorndon Quay upgrades with the following changes:
 - a. Remove the signalised pedestrian crossing and raised safety platform at Gun City (87 Hutt Road)
 - b. Remove the raised safety platforms and install signalised pedestrian crossings only outside Hirepool (243 Thorndon Quay) and Bordeaux Bakery (220 Thorndon Quay).
 - c. Retain the raised safety platforms outside Co. Kids/VTNZ (170 Thorndon Quay)
 - d. Retain the signalised pedestrian crossings outside Co. Kids/VTNZ (170 Thorndon Quay)
 - e. Retain the raised safety platforms outside Pipitea Marae (55-59 Thorndon Quay).
 - f. Retain the signalised pedestrian crossings outside Pipitea Marae (55-59 Thorndon Quay).
3. Direct officers to work with GWRC **and key transport stakeholders** to investigate the development of a consistent approach which considers the trade-offs between pedestrians, **transport carriers** and public transport improvements.
4. **Note that officers will review speed platforms and speed bumps where WCC has received complaints.**

Carried

A division was called for. The motion was voted on in parts, voting for which was as follows:

Clause 1

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Clause 2

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Clause 2a

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Clause 2b

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Clause 2c

For:

Mayor Whanau, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Councillor Chung

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 4:1

Carried

Clause 2d

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Clause 2e

For:

Mayor Whanau, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Councillor Chung

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 4:1

Carried

Clause 2f

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Clauses 3 and 4

For:

Mayor Whanau, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor Rogers

Against:

Absent:

Councillor Abdurahman, Councillor Calvert, Councillor McNulty

Majority Vote: 5:0

Carried unanimously

Secretarial note: The hui adjourned at 1:17pm and reconvened at 1:47pm with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Pouwi Kelly, Councillor McNulty and Councillor Rogers.

Secretarial note: The hui adjourned at 2:14pm and reconvened at 2:17pm with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Pouwi Kelly, Councillor McNulty and Councillor Rogers.

2.2 Traffic Resolutions

Moved Councillor Free, seconded Pouwi Kelly

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. TR75-24 Ohiro Road, Brooklyn – Formalise Bus Stops No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times (Amended)
 - b. TR77-24 Highbury Road, Highbury – Install New Bus Stop (#5946) and Formalise Bus Stop (#4946)
 - c. TR78-24 Abbott Street & Aplin Terrace, Ngaio – No Stopping At All Times
 - d. TR80-24 Imran Terrace, Khandallah – No Stopping At All Times
 - e. TR81-24 Punjab Street, Khandallah – Formalise Bus Stop (#4412 & 5412)
 - f. TR82-24 Waiteata Road, Kelburn – No Stopping At All Times and Resident Parking
 - g. TR83-24 Onepu Road, Lyall Bay – No Stopping At All Times
 - h. TR85-24 Tyne Street, Island Bay – No Stopping At All Times
 - i. TR86-24 Aotea Quay, Pipitea – Speed Change
 - j. TR87-24 Frederick Street, Te Aro – Metered Parking
 - k. TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Loading Zone (Amended)
 - l. TR90-24 Kenya Street, Ngaio – No Stopping At All Times
 - m. TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered Parking
 - n. TR92-24 Kingsford Smith Street, Rongotai – P120 Time Limited Parking and No Stopping At All Times
 - o. TR93-24 The Terrace, Te Aro – Resident Parking
 - p. TR94-24 Wexford Road, Miramar – P20 Time Limited Parking
 - q. TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) – P90 Time Limited Parking
 - r. TR96-24 Adams Terrace, Te Aro – Proposed P30 Time Limited Parking Restriction
 - s. TR97-24 Happy Valley Road, Owhiro Bay – P10 Drop-Off and Pick-Up, No Stopping At All Times
 - t. TR98-24 Kilbirnie Crescent, Kilbirnie – Authorised Only Parking; P120

Moved Councillor Chung, seconded Councillor Calvert the following amendment:

Resolved

3. Agree to defer until such time as officers can engage further with the local community (including local schools) on the proposed changes:
- a. TR78-24 Abbott Street & Aplin Terrace, Ngaio – No Stopping At All Times
 - b. TR85-24 Tyne Street, Island Bay – No Stopping At All Times
 - c. TR90-24 Kenya Street, Ngaio – No Stopping At All Times

Partially carried

A division was called for. The motion was voted on in parts, voting which was as follows:

Clause 3a

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Rogers

Against:

Absent:

Mayor Whanau,

Majority Vote: 7:0

Carried unanimously

Clause 3b

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung

Against:

Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Rogers

Absent:

Mayor Whanau,

Majority Vote: 3:4

Lost

Clause 3c

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Liz Kelly, Councillor Rogers

Against:

Councillor McNulty (Deputy Chair)

Absent:

Mayor Whanau,

Majority Vote: 6:1

Carried

Clause 3

For:

Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Rogers

Against:

Absent:

Mayor Whanau,

Majority Vote: 7:0

Carried unanimously

Moved Councillor Free, seconded Pouiwi Kelly the following substantive motion:

Resolved

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. TR75-24 Ohiro Road, Brooklyn – Formalise Bus Stops No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times (Amended)
 - b. TR77-24 Highbury Road, Highbury – Install New Bus Stop (#5946) and Formalise Bus Stop (#4946)
 - c. ~~TR78-24 Abbott Street & Aplin Terrace, Ngaio – No Stopping At All Times~~
 - d. TR80-24 Imran Terrace, Khandallah – No Stopping At All Times
 - e. TR81-24 Punjab Street, Khandallah – Formalise Bus Stop (#4412 & 5412)
 - f. TR82-24 Waiteata Road, Kelburn – No Stopping At All Times and Resident Parking
 - g. TR83-24 Onepu Road, Lyall Bay – No Stopping At All Times
 - h. TR85-24 Tyne Street, Island Bay – No Stopping At All Times
 - i. TR86-24 Aotea Quay, Pipitea – Speed Change
 - j. TR87-24 Frederick Street, Te Aro – Metered Parking
 - k. TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Loading Zone (Amended)
 - l. ~~TR90-24 Kenya Street, Ngaio – No Stopping At All Times~~
 - m. TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered Parking
 - n. TR92-24 Kingsford Smith Street, Rongotai – P120 Time Limited Parking and No Stopping At All Times
 - o. TR93-24 The Terrace, Te Aro – Resident Parking
 - p. TR94-24 Wexford Road, Miramar – P20 Time Limited Parking
 - q. TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) – P90 Time Limited Parking
 - r. TR96-24 Adams Terrace, Te Aro – Proposed P30 Time Limited Parking Restriction
 - s. TR97-24 Happy Valley Road, Owhiro Bay – P10 Drop-Off and Pick-Up, No Stopping At All Times
 - t. TR98-24 Kilbirnie Crescent, Kilbirnie – Authorised Only Parking; P120
3. **Agree to defer until such time as officers can engage further with the local community (including local schools) on the proposed changes:**
 - a. **TR78-24 Abbott Street & Aplin Terrace, Ngaio – No Stopping At All Times**
 - c. **TR90-24 Kenya Street, Ngaio – No Stopping At All Times**

Carried

2.3 Proposed Road Closure

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to close Tinakori Road (between Bowen Street and Harriet Street) and Hill Street (between Tinakori Road and Selwyn Terrace) on Sunday, 1 December 2024 from 7.00am to 6.00pm. This closure will enable the **Thorndon Fair event**.
- 3) Agree to close Rhodes Street (between Riddiford Street and Ferguson Street) and the whole of Arney Street on Saturday, 16 November 2024 from 6.00am to 11.30pm (noting that the outdoor market will close at 8.30pm). This closure will enable the **Polish Market event**.
- 4) Agree to close the slip lane between Buckle Street and Ellice Street from ~~Monday, 18~~ **Tuesday, 19** November 2024 at ~~6.00pm~~ **5.00am** to Tuesday, 26 November 2024 at 6.00pm. This closure will enable the **Beers at the Basin event**.
- 5) Agree to ~~close~~ **trial closing** Newtown Avenue **on multiple dates** from property number 16 to property number 24 (a mid-block road closure) **and, following the February event, request that officers prepare a report on the impact of the September to February closures, highlighting any changes or recommendations for the committee to consider prior to agreeing to approving subsequent dates**. The closures requested will enable ~~multiple~~ **several Newtown Avenue Block Fest events**. The closures will be across weekends from Friday 6.00pm to Sunday 8.00pm on the following dates:
 - a. From 6 September 2024 to 8 September 2024
 - b. From 4 October 2024 to 6 October 2024
 - c. From 1 November 2024 to 3 November 2024
 - d. From 6 December 2024 to 8 December 2024
 - e. From 31 January 2025 to 2 February 2025
 - f. ~~From 2 May 2025 to 4 May 2025~~
 - g. ~~From 6 June 2025 to 8 June 2025~~
- 6) Agree to ~~close~~ **trial closing** Wilson Street **on multiple dates** from property number 5 (including the driveway) to Riddiford Street (including the off-street public carpark) **and, following the November event, request that officers prepare a report on the impact of the September to November closures, highlighting any changes or recommendations for the committee to consider prior to agreeing to approving subsequent dates**. The closures requested will enable ~~multiple~~ **several Wilson Pop-Up Fest events**. The closures will be across weekends from Saturday 6.00pm to Sunday 8.00pm on the following dates:
 - a. From 7 September 2024 to 8 September 2024
 - b. From 21 September 2024 to 22 September 2024
 - c. From 5 October 2024 to 6 October 2024
 - d. From 19 October 2024 to 20 October 2024
 - e. From 2 November 2024 to 3 November 2024
 - f. From 16 November 2024 to 17 November 2024

- ~~g. From 3 May 2025 to 4 May 2025~~
- ~~h. From 17 May 2025 to 18 May 2025~~
- ~~i. From 7 June 2025 to 8 June 2025~~
- ~~j. From 21 June 2025 to 22 June 2025 (noting that this is Matariki weekend)~~

- 7) Agree that officers will work with the Basin Reserve Trust to develop consistent traffic management plans for slip lane closures at the Basin Reserve, including use of temporary signage and minimising footpath obstacles.

Carried

Secretarial Note: The motion moved differed from the recommendations in the officer's report, the changes are marked in red.

2.4 Proposed Road-Stopping - 1B Connaught Terrace, Brooklyn

Moved Councillor McNulty, seconded Councillor Calvert

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Recommend to Council that it:
 - a. Declare that the approximately 71 m² (subject to survey) of unformed legal-road land (the Land) adjoining 1B Connaught Terrace (Lot 3 DP 10337, held on ROT 742999) is not required for a public work and is surplus to Council's operational requirements.
 - b. Agree to dispose of the Land.
 - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.
- 3) Note that if objections to the road stopping process are received, a further report will be presented to the Regulatory Processes Committee for consideration.

Carried

2.5 Name for Private Right-of-Way off John Sims Drive, Broadmeadows

Moved Councillor Free, seconded Councillor Chung

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information;
2. Agree to name the private right-of-way in Broadmeadows off John Sims Drive, **Wineberry Way** (F Plan 3132 refers).

Carried

2.6 New Community Recreation Leases and Licence

Moved Councillor Abdurahman, seconded Councillor Rogers

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve a new premises and ground lease for Oriental Rongotai Football Club for five years with one renewal term of five years;
- 3) Agree that officers commence public consultation for Island Bay and Berhampore Community Orchard Trust for five years with one right of renewal of five years;
- 4) Recommend that Te Kaunihera o Pōneke | Council (as required under the Wellington Town Belt Act 2016) approve the new premises lease for Olympic AFC.
- 5) Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe | Regulatory Processes Committee on the outcome of public consultation for the occupation licence. If no sustained objections are received, officers will recommend that Koata Hātepe | Regulatory Processes Committee refer the new leases to Council for final approval.

Carried

2.7 Renewal of Established Telecommunications Sublease on Reserve Land

Moved Councillor McNulty, seconded Councillor Abdurahman

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to grant a new sublease between Johnsonville Rugby Football Club Incorporated (“JRFC”) and FortySouth Group LP (“Fortysouth”) subject to the terms noted below for the established mobile network site located at Helston Park, Johnsonville, Lot 1 Deposited Plan 49298, and contained in Identifier WN19D/1441.
- 3) Note that any approval of the sublease agreement is conditional on consultation as per the Council Leases Policy and the requirements of the Reserves Act 1977, including:
 - Letters to Mana Whenua.
 - Letters to relevant residents’ groups.
 - Notice on WCC website “Have Your Say”.
 - Notice in The Post newspaper.

Carried

2.8 Reserves Act 1977: New electricity easement at Tukanāe Reserve (Strathmore Park)

Moved Councillor Free, seconded Councillor Abdurahman

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to grant an easement in perpetuity over land at Tukanāe Reserve, being part of Lot 2 DP 31043 (RT WN43A/813), pursuant to s48 of the Reserves Act 1977.
- 3) Delegate to the Chief Executive the power to carry out all steps to effect this easement.
- 4) Note that the works within the easement area will be subject to the relevant bylaw, building and/or resource consent requirements.
- 5) Note that the works to install the electricity cables will proceed in accordance with final Parks, Sport and Recreation agreement covering reserve management, work access and reinstatement plans.
- 6) Note that under the Instrument of Delegations for Territorial Authorities dated 12 July 2013, the Minister of Conservation has delegated the authority to grant easements over reserve land under s48 of the Reserves Act 1977 to Council.
- 7) Note that approval to grant this easement will be conditional on:
 - a. The applicant being responsible for all costs associated with the creation of this easement, including any of Council's fair and reasonable costs.
 - b. The requirement for public notice under s48(2) of the Reserves Act 1977 being waived as the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the granting of this easement.

Carried

2.9 Decision register updates and upcoming reports

Moved Councillor Rogers, seconded Councillor Calvert

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.

Carried

The hui concluded at 3:19pm 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 Thursday, 8 August 2024
Ngake (16.09), Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington

Business

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Regulatory Processes Committee - 8/08/2024

1.	IAATNZ Billy Clemens	2
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3.	Sharon Newman	18
4.	Bill Dashfield	20
5.	Ron and Jane Clink	22

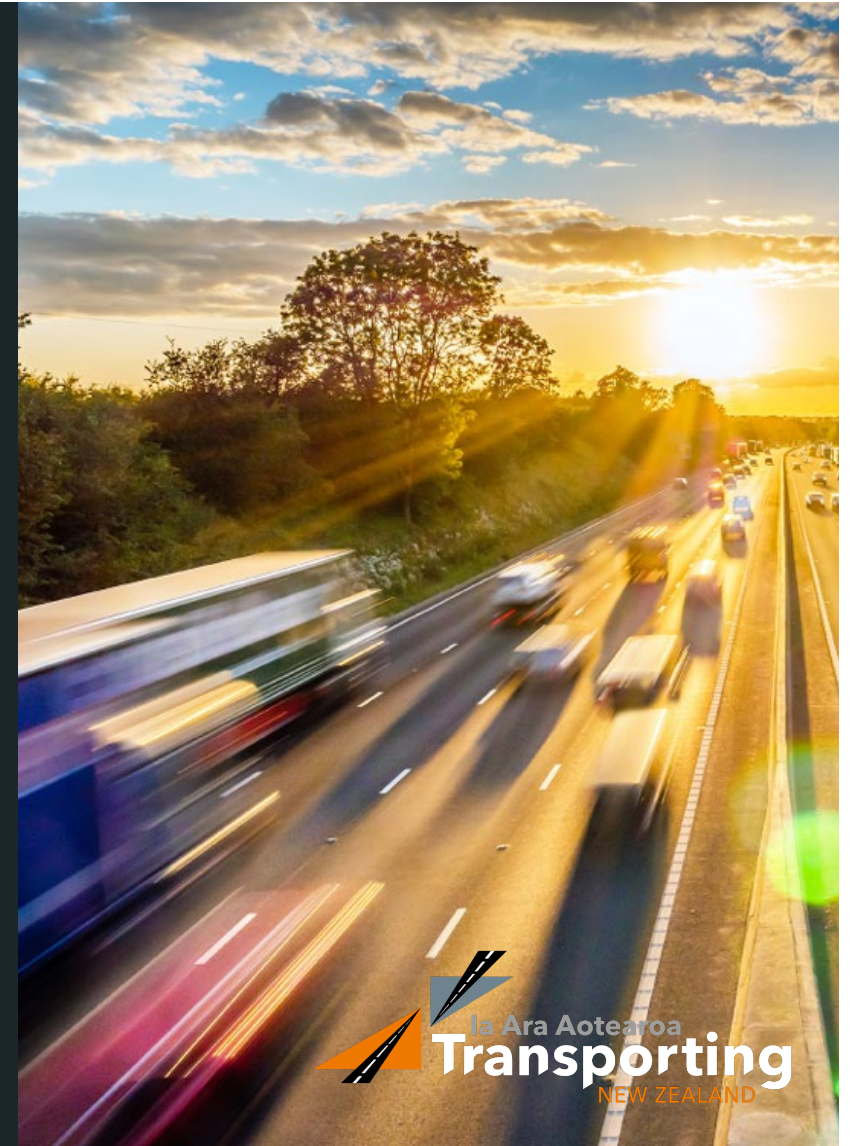


**Thorndon Quay
Raised Crossings**

**Koata Hātepe |
Regulatory Processes
Committee**

Sector Overview

- 5,200 road freight businesses and 30,000 truck drivers
- \$6b annual contribution to GDP
- 92.9% of the freight task moved by road
- 80% of freight movement occurs within a region





Thorndon Quay Pedestrian Crossings

- ❑ Option 1 – Continue with current design Raised Pedestrian Platforms funded by WCC (\$312,500 cost)
- ❑ Option 2 – Do not raise any signalised crossings (\$625,000 saving)
- ❑ Option 3 – Entirely remove the crossing outside Gun City (\$125,000 saving)

Freight Efficiency & Environmental Concerns

- Increased fuel consumption & exhaust emissions from speed changes
- Longer traffic queues
- Increased noise from acceleration & deceleration of heavy vehicles
- Construction and maintenance costs
- Safety benefits of non-raised signalised crossings

02

ADVANTAGES AND DISADVANTAGES

Planning the use of traffic calming

When deciding whether to use traffic calming devices, it is important to consider the potential advantages and disadvantages.

Potential advantages	Potential disadvantages
<ul style="list-style-type: none"> Better safety for road users, including pedestrians and cyclists Fewer and less serious vehicle crashes Reduced speed Less commercial traffic and "rat runs", i.e. commuters taking fast short-cuts Less heavy vehicle usage Less noise Less need for traffic enforcement Improved street appeal through planting, furniture and reclaiming parts of the carriageway Increased driver awareness that this is a local street and they should adjust their driving accordingly. 	<ul style="list-style-type: none"> Longer travel time for local residents More noise from the acceleration and deceleration of larger vehicles Increased fuel consumption and exhaust emissions from changing speed Grounding of vehicles and potential damage, especially if devices are constructed incorrectly An uncomfortable ride, particularly for bus passengers Loss of kerbside parking space Constrained access to nearby properties Slower emergency service response time (Always consider this if the proposed works are on an emergency route.) Resistance from residents Shifting traffic problems to adjacent streets Longer traffic queues Difficulty for cyclists High implementation and maintenance costs.

Auckland Transport, Transport Design Code – Traffic Calming





transporting.nz


billy@transporting.nz

04 471 8283


Tyne Street Fire and Emergency Access
No Compromise

FENZ have regular
advertising campaigns
about responsible parking in
streets

Are we getting
THROUGH?
Please Park Responsibly



If we can't get past,
We can't save lives



**Can we get to you in
an emergency?**
Can we fit down your street?



Tyne Street Fire Appliance Access Test

This was to ascertain if a fire appliance could actually be driven up Tyne Street when cars were parked on both sides of the road.

The Result - **IT COULD NOT**



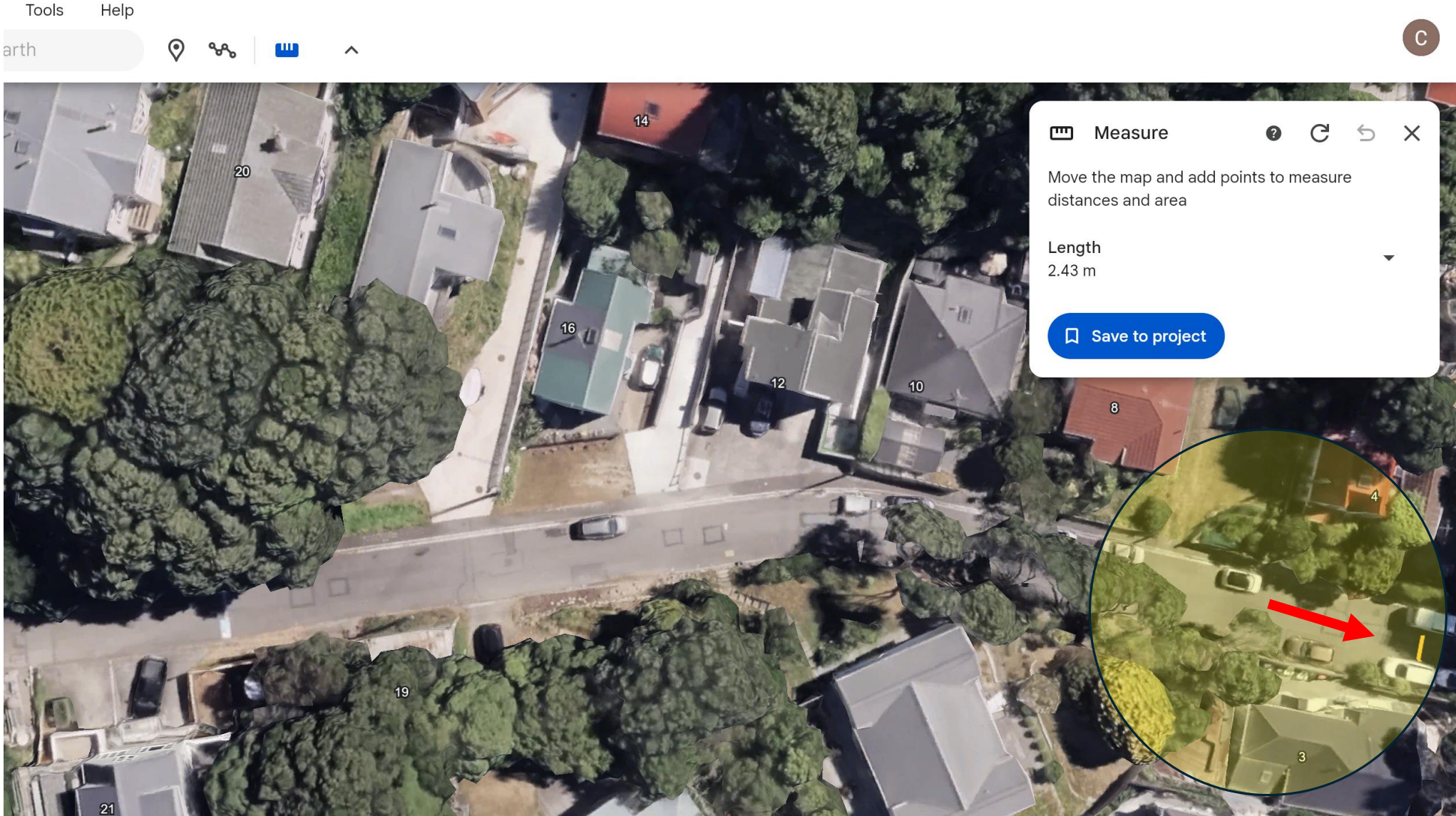
Wednesday • 20 Dec 2023 •
1:32 PM

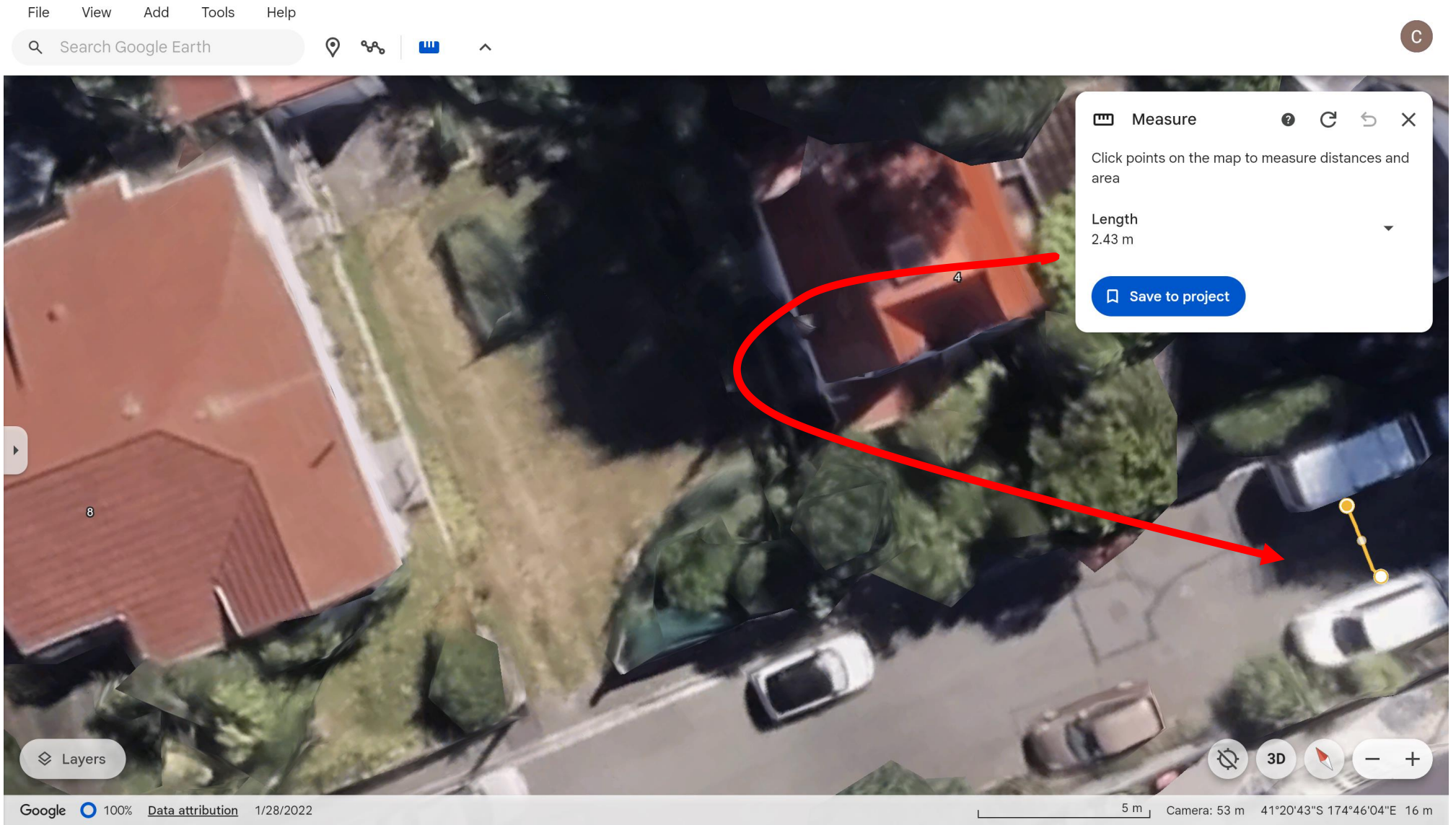
Adjust

✓ 2023-12-20 13.32.20

2nd test was undertaken at the request of
WCC to see if a fire appliance could fit
between cars parked on both sides

2nd Result - IT COULD NOT





There is no need to

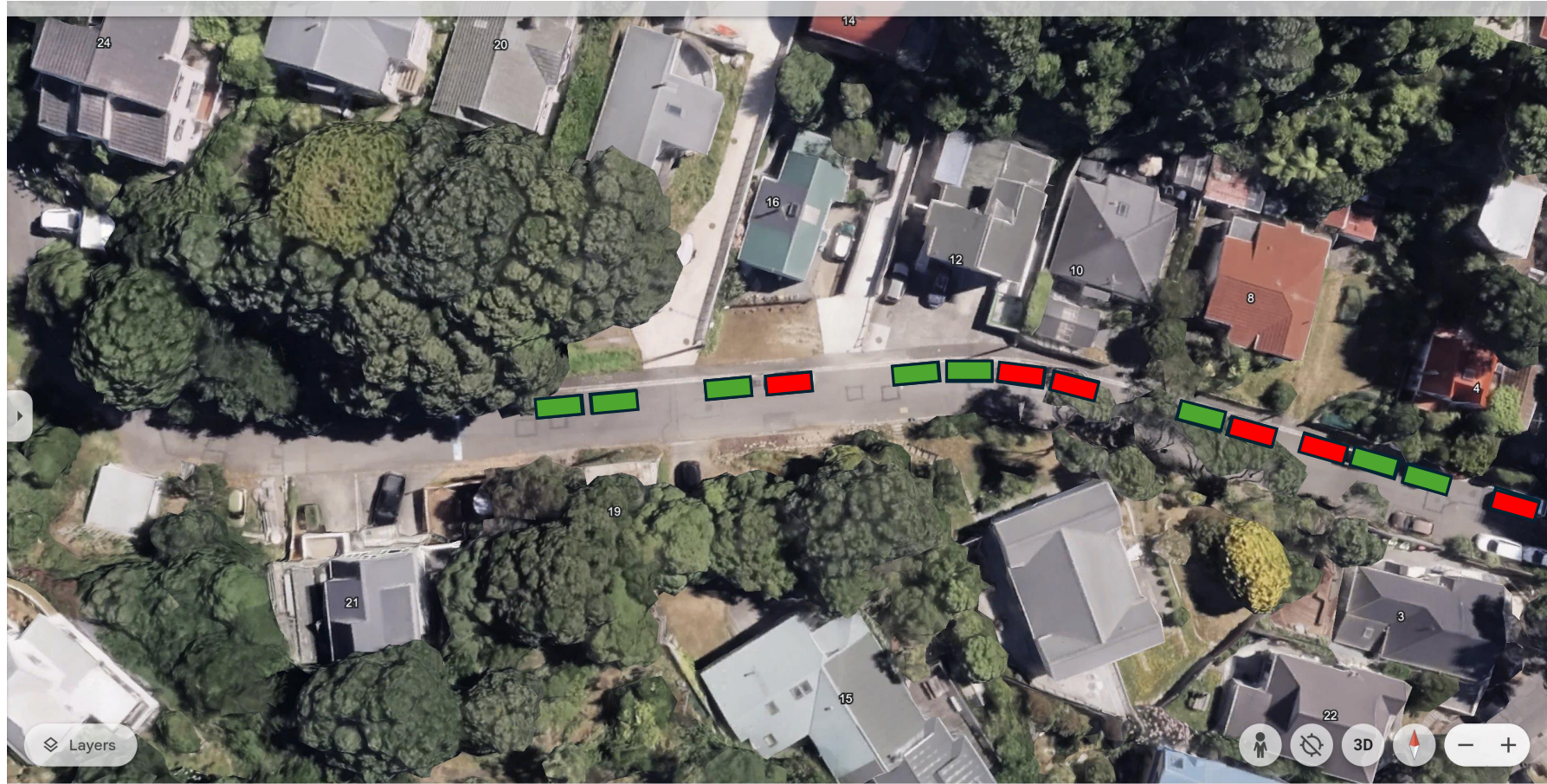
COMPROMISE ACCESS

For parking on both sides of the Street

There are 21 Residents in Tyne Street and 18 have off street parking 3 DO NOT



Average parking in Tyne Street – There is always parking available



TR85-24 Tyne Street Island Bay – No Stopping At All Times

These photos were taken this afternoon so are extremely recent.

What the photos represent are:

- a) an ambulance can make it up the street;
- b) without yellow lines even the Ambulance driver could see to not park on the left hand side of the street; and
- c) an actual representation of the street on given day.





Bill Dashfield.

8/08/2024

TR78-24 Abbott Street feedback

williamdashfield@gmail.com 8/8/2024

TR78-24 misses one of the worst sections.

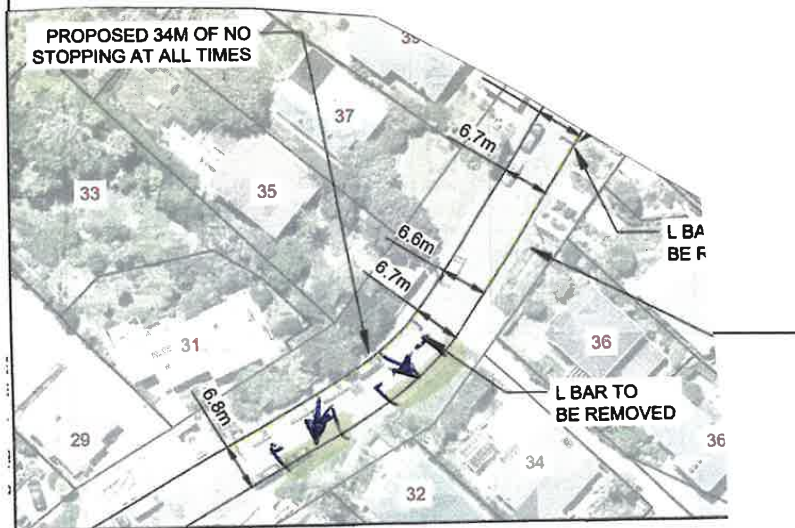
- Measures approx 6.7m, worse due to bend
Fix: remove 5-6 parks fronting 23, 25, 27, 29a



Add 'No parking' on north side from a car's length left of blue car to front of red car. Loses 5-6 car spaces

- Review need for 34m long restriction fronting Nos 31 and 35.

If still needed save 1-2 car spaces by moving restriction to south side fronting 32 and 34 (approx 27m long)



8/08/2024

Suggested changes to council SOPs

- Reduce loss of parking spaces by choosing the side of street with least parking (i.e. most driveways) to be 'No stopping at all times'.
- In narrow sections, preserve emergency vehicle access with a 'must park inside' paint line 2m from kerb to avoid overwide vehicles.
- Do not ticket vehicles parking partly on footpath so as to stay inside the 'must park inside', provided a (published) minimum width (double width baby stroller?) remains unobstructed.
- Ensure new L bars and kerb cutaways are correctly positioned – many reduce parking more than legally or actually needed.
- Do not ticket residents who park in front of a garage fronting a road if the owner has declared by notice on garage that is not being used by a vehicle, and hence the road frontage is not a *driveway* that could be obstructed. A "*driveway means a place used or appearing to be used as a vehicle entrance to or exit from land fronting a roadway*"
- Allow home charging of on street EVs with approved cable channel.

REFERENCES

Average EU width is now 1.8m. Some new SUVs exceed 2m wide.

<https://www.transportenvironment.org/articles/ever-wider-why-large-suvs-dont-fit-and-what-to-do-about-it/>

Simple safe on-street home charging with cable channel from Oxford City Council. <https://gul-e.co.uk/>

Land Transport (Road User) Rule 2004 (SR 2004/427)

<https://www.legislation.govt.nz/regulation/public/2004/0427/latest/whole.html>

.....
driveway means a place used or appearing to be used as a vehicle entrance to or exit from land fronting a roadway

..... **Obstructing vehicle entrances and exits**

(1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.

(2) For the purposes of this clause, a vehicle parked alongside any part of a kerb crossing provided for a driveway or within 1 m of the prolongation of the side of a driveway must be regarded as obstructing entry or exit.

7 August 2024

Dear Wellington City Councilors,

We are Ron and Jane Clink, and we have owned the property at 3 Tyne Street in Island Bay since 2010. We are writing to you as we are not able to attend the the Koata Hātepe | Regulatory Processes Committee (RPC) on Thursday 8 August 2024 to speak with you in person.

We write to **oppose what is proposed under Reference TR70-24 Tyne Street**, Island Bay - No Stopping At All Times. Thank you for allowing us this opportunity to share our views and concerns with you as part of the committee meeting. For your noting, we have also submitted a written response to Council for each of the three different proposals we received over the course of the past nine months relating to TR70-24. So this is a shorter summary version of those previously written submissions.

As noted above, we have received three different proposals on TR70-24 from Council over the past nine months. As each proposal we received had a direct and real impact to our property and personal interests (positive and/or negative), we outline for you here what that impact was under each of the three. We submit to you that the first proposal of December 2023 was the most technically accurate one as it relates specifically to our property at 3 Tyne Street based on measurements we have taken of road width and from observations of traffic flow up and down the street over the years.

1. December 2023 Proposal: **NO NEW YELLOW LINES** proposed in front of 3 Tyne Street property, with only the existing yellow lines at the southeast corner retained.
2. March 2024 Proposal: **NEW YELLOW LINES** proposed for the *entire length* in front of 3 Tyne Street property, but with no measurements or specific safety concerns showing as to why.
3. June 2024 Proposal: **NEW YELLOW LINES** proposed for in front of 3 Tyne Street from the property's *entrance gate running west* up the street, but **NO NEW YELLOW LINES** proposed to the east side of the property's entrance gate – set at 5m length sufficient for only one car to park.

We of course now understand from Council that a road width of 6.9 metres is both necessary and sufficient for emergency vehicle access to the street and as a corridor of the street, but admit we were a bit incredulous to see that no road measurements were taken or shared in either of the first two of the three proposals Council shared. In fact, I believe it was from our reply to early proposals, where we indicated several incremental road width measurements along our property, that Council finally took road width of Tyne Street under consideration (we noted several times prior that Council has tended to obfuscate the true characteristics and physical dimensions of the road).

Now in this latest proposal, street measurements are finally shared, but we are now even more perplexed because we don't believe the measurements shown on the map for TR70-24 are sufficiently accurate to warrant yellow lines being placed anywhere in front of our 3 Tyne Street property (other than existing lines at the corner entrance to the street).

In fact, if Council were to show greater incremental measurements along this section of street, it would show that the road width all along the 3 Tyne Street property is indeed 6.9 metres or more, and it does not become 6.3 metres until further along at the slight bend west of the property. We

know this because we and our neighbours have taken measurements along this section of the street.

So for this technical reason alone, we cannot see how Council justifies their recommendation for *new additional yellow lines* being placed *anywhere* in front of 3 Tyne Street property as it simply goes against one of the major criteria Council shared with us, that of road width for emergency vehicle access being a minimum of 6.9 metres.

Furthermore, another major criteria Council shares for making recommendations and ultimate decisions is that of safety concerns. Yet the only safety concern Council seems to factor into its considerations is that of emergency vehicle access to the street. Other concerns around safety we and our neighbours have raised, should yellow lines actually be placed on the street (again noting we believe they are not technically warranted where shown) have simply not been acknowledged in any way by Council by the way of response to our concerns.

Such safety concerns are over pedestrian ingress and egress issues to any of the south side of street properties, including ours at 3 Tyne Street, that arise should yellow lines be placed where proposed. Placing yellow lines in front of the property and on the west side of the entrance gate will, in our opinion, see cars and other vehicles moving up and down the street at much faster speeds and in much closer proximity to the property. This raises a specific and real safety concern as in our case the gate to the property leads directly onto the street, where no footpaths currently exist. A parked car at this juncture (usually that of the resident) in front of the property and on the west side of the entrance gate, serves as a natural buffer that slows traffic entering and exiting the street (noting here again that at this point the street actually meets the 6.9m wide criteria shared by Council so no yellow lines should be placed here).

So in summary, under technical factor considerations (Council's 6.9 metre width standard) and for safety concerns (we submit that both emergency vehicle access and issues of pedestrian ingress and egress to properties and likely increased speed of traffic need to be taken into account) that Council has shared as priorities for making its recommendations, we cannot see how the placement of yellow lines in front of the 3 Tyne Street property is warranted under either of these factors – technical merit or full safety considerations.

Finally, has Council considered any other options for this street such as coupon parking for residents along the south side of Tyne Street, or speed humps to slow traffic, or any alternatives other than proposing to add new yellow lines to the street? Such counter-factuals and/or a list of various options for the street seems to us a most prudent course of action, if not an obligation, to any public policy or operational decision that Council undertakes. No such alternatives have been shared with residents of the street to this date, or indeed to leave things as they have been for many, many decades.

Thank you for your time and consideration of our views and concerns,

Ron and Jane Clink