

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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

9:30 am Rāmere, 9 Hereturikōkā 2024

9:30 am Friday, 9 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

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting (hui) open at 9:31am 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

(Councillor Calvert joined the hui at 9:32am)

1.2 Apologies

Moved Councillor Free, seconded Councillor Rogers

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Accept the apologies received from Mayor Whanau and Councillor McNulty for lateness and, Councillor Calvert and Pouivi Kelly for early departure.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Items not on the Agenda

There were no items not on the agenda.

1.5 Public Participation

There were no additional requests for public participation.

2. General Business

The following members of the public addressed the committee:

Name	On behalf of	Agenda page number
Paul Melville		15
Carolyn Scaddan		24
Daniel Bognuda		29
Stephanie Rountree		38
Hadleigh Petherick		

(Pouiwi Kelly left the hui at 9:54am)
(Pouiwi Kelly rejoined the hui at 9:54am)

The meeting adjourned at 10:06am and returned at 10:16am with the following members present: Councillor Abdurahman, Councillor Chung, Councillor Free, Councillor Rogers.
(Pouiwi Kelly rejoined the hui at 10:17am)

The following members of the public addressed the committee:

Name	On behalf of	Agenda page number
Mike and Fiona Beever		41 and 44
Caroline Doust		47
Purvai Gupta		50

(Councillor McNulty joined the hui at 10:25am)

The meeting adjourned at 10:34am and returned at 11:01am with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Chung, Pouiwi Kelly, Councillor McNulty, Councillor Rogers and Mayor Whanau.

Secretarial note: Councillor Free vacated the chair and Councillor McNulty assumed the chair for a period of time.

Name	On behalf of	Agenda page number
Jesse Koorey-Slow		56
Rishen Maharaj		18
Bob White		65
Pete Young		62
Terry McCarthy		68
Nick Griffiths		75
Kim Wild		78
Jonathan Wild		81
Genevieve Orr		84
Dwain Hindriksen		87
Rebekah Scrimshaw-Roberts		90
Alex Dyer	Cycle Wellington	93
Julian Warmington		96

Geoff Connor		99
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(Councillor Free joined the hui at 11:07am)
(Mayor Whanau left the hui at 11:46am)
(Pouiwi Kelly left the hui at 11:56am)
(Councillor Calvert left the hui at 12:01pm)
(Councillor Calvert rejoined the hui at 12:02pm)

The meeting adjourned at 12:18pm and returned at 1:00pm with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor McNulty, Councillor Rogers.

Secretarial note: Councillor McNulty vacated the chair and Councillor Free resumed as chair for the remainder of the hui.

Name	On behalf of	Agenda page number
Kristina Ryan		102
Amy Russells		35
Jeremy Verity		113
Lucy Stewart		116
David Law		122
Philip Berry		129
Dr Qing yang		126
Paul Fuge		132
Morwenna Mitson-Grills		135
Robert Tromop	Wadestown Medical Practice	155
Mark Galvin		146
Dr Hugh Robertson		141

(Councillor McNulty left the hui at 1:29pm)
(Councillor McNulty rejoined the hui at 1:31pm)
(Councillor Calvert left the hui at 1:34pm)
(Councillor Calvert rejoined the hui at 1:37pm)
(Councillor Calvert left the hui at 2:05pm)
(Councillor Chung left the hui at 2:05pm)

The meeting adjourned at 2:15pm am and returned at 2:25pm with the following members present: Councillor Abdurahman, Councillor Chung, Councillor Free, Councillor McNulty, Councillor Rogers.

Name	On behalf of	Agenda page number
Robert Collinge		
Duncan Smith		149
Kirsty Austin		152
Rosanna Keam		158
John Canty		161
Bruce Stokell		
Eamon Sweeney		

(Councillor Chung left the hui at 2:59pm)
(Councillor Chung returned to the hui at 3:01pm)

2.1 Wadestown Connection Project - Oral Submissions

Moved Councillor Free, seconded Councillor Chung

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Carried

Attachments

- 1 Carolyn Scaddan
- 2 Morwenna Mitson-Grills
- 3 Geoff Connor
- 4 John Canty
- 5 Eamon Sweeney

The hui concluded at 3:08pm 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 pm Friday, 9 August 2024
Ngake (16.09), Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington

Business

Page No.

2.1 Wadestown Connection Project - Oral Submissions

- | | | |
|----|------------------------|----|
| 1. | Carolyn Scaddan | 2 |
| 2. | Morwenna Mitson-Grills | 9 |
| 3. | Geoff Connor | 13 |
| 4. | John Canty | 15 |
| 5. | Eamon Sweeney | 19 |

Feedback on *Wadestown Connections*

Rather than connecting, it's cutting the suburb into two

9th August 2014

We're fine, leave things as they are!



Proposed cycle way

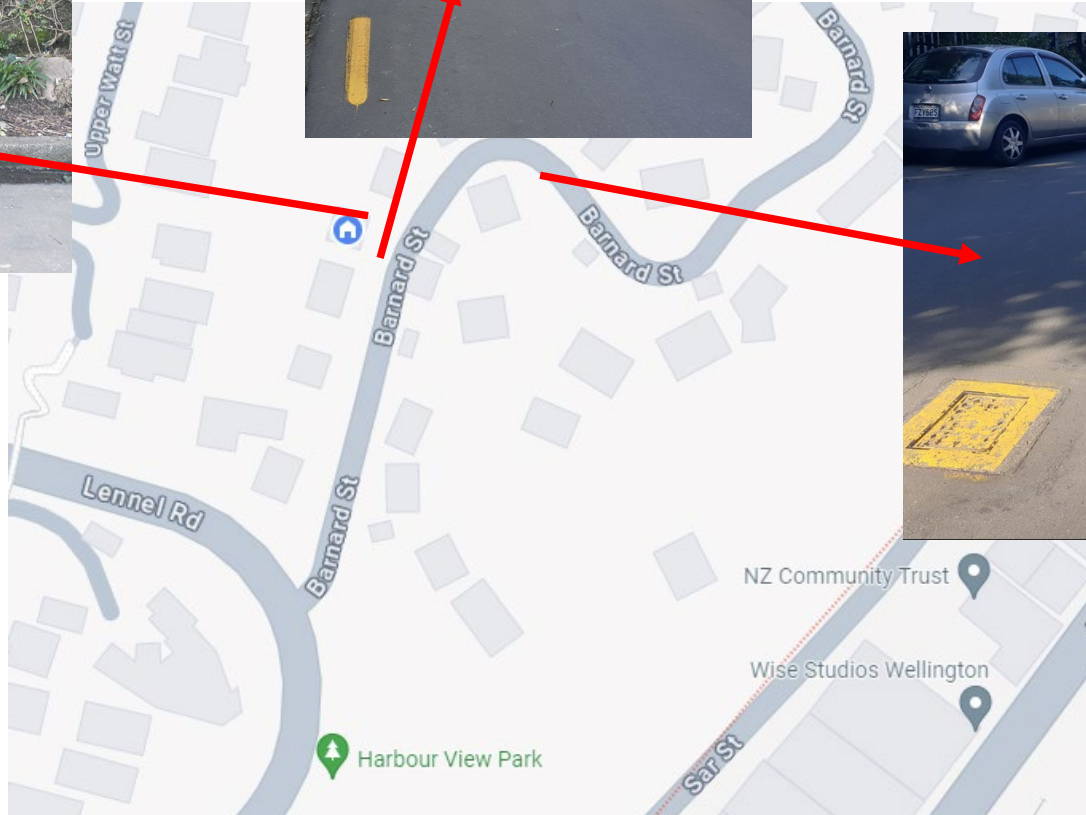


Item 2.1 Attachment 1

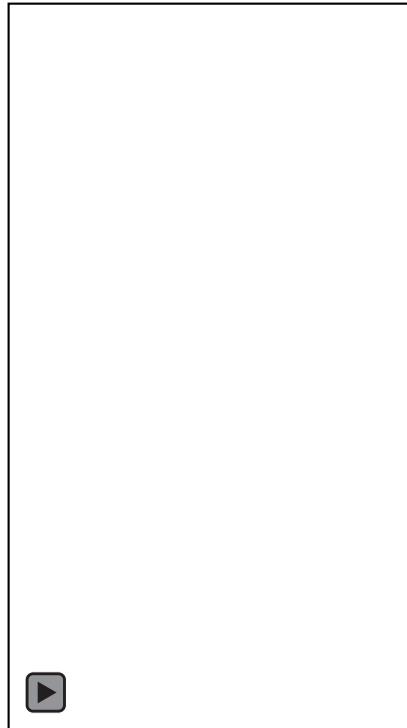


Having car parking before the bend slows down the traffic entering from the main road.

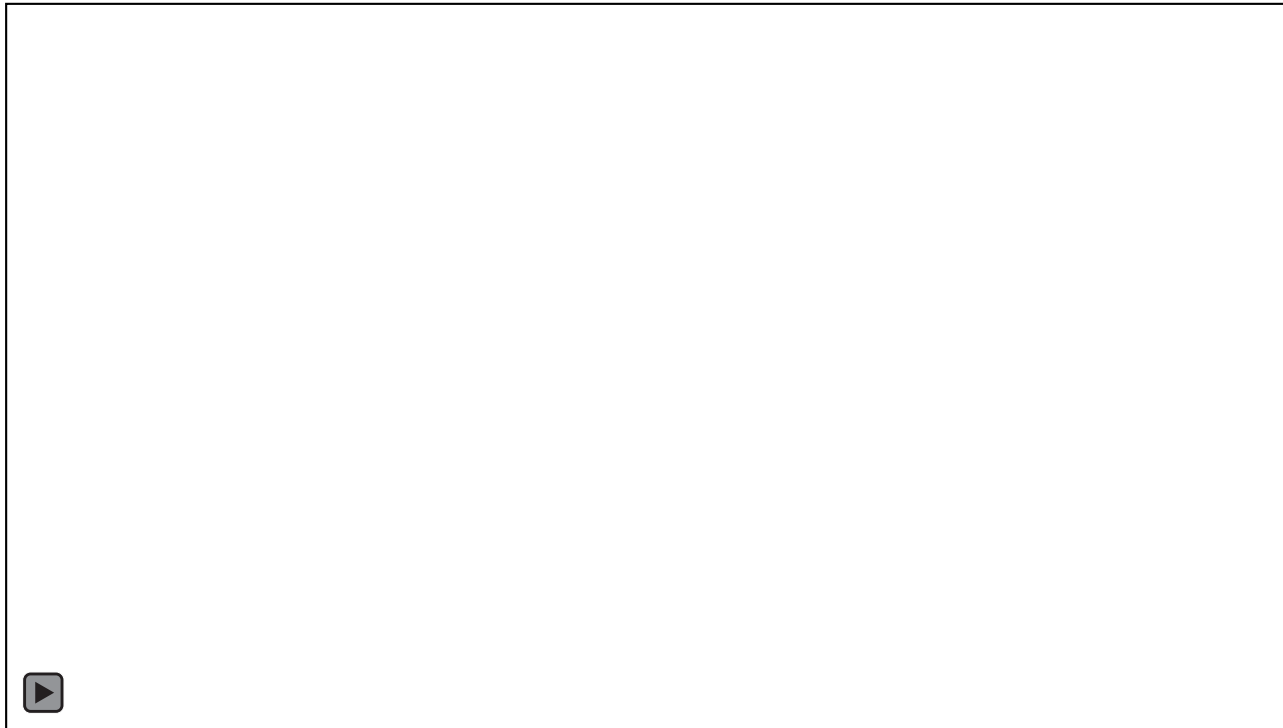
Since the yellow lines were added outside 53-55 Barnard Street, there are no longer passing issues.



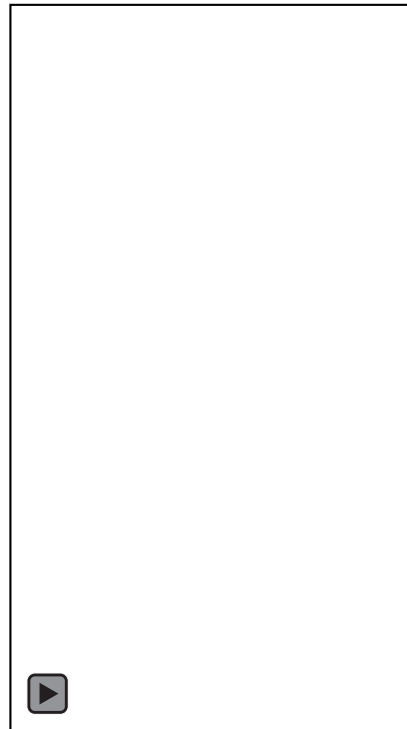
Can cars pass easily? **YES!**



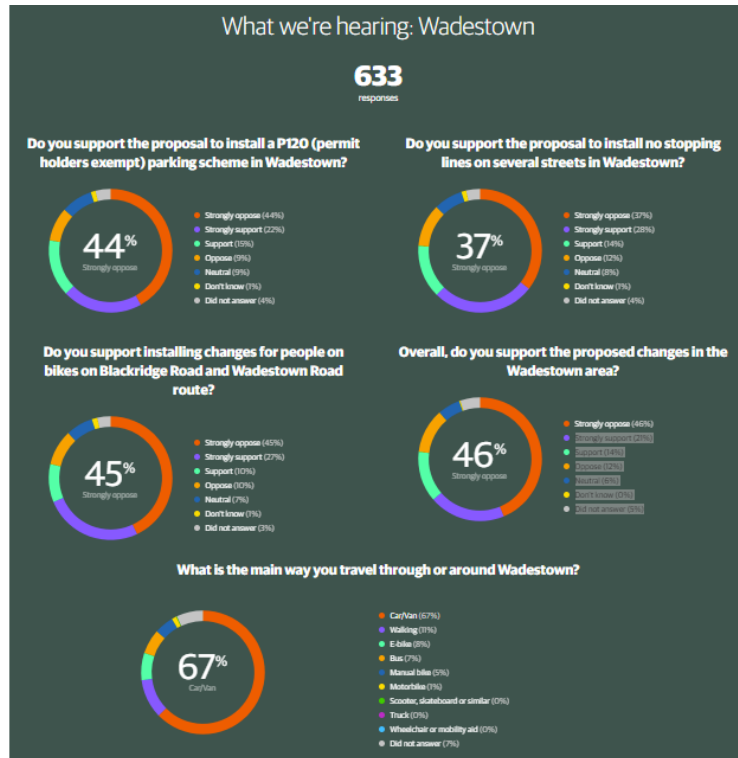
Can the bin wagon pass easily? **YES!**



Can the recycling truck pass easily? **YES!**

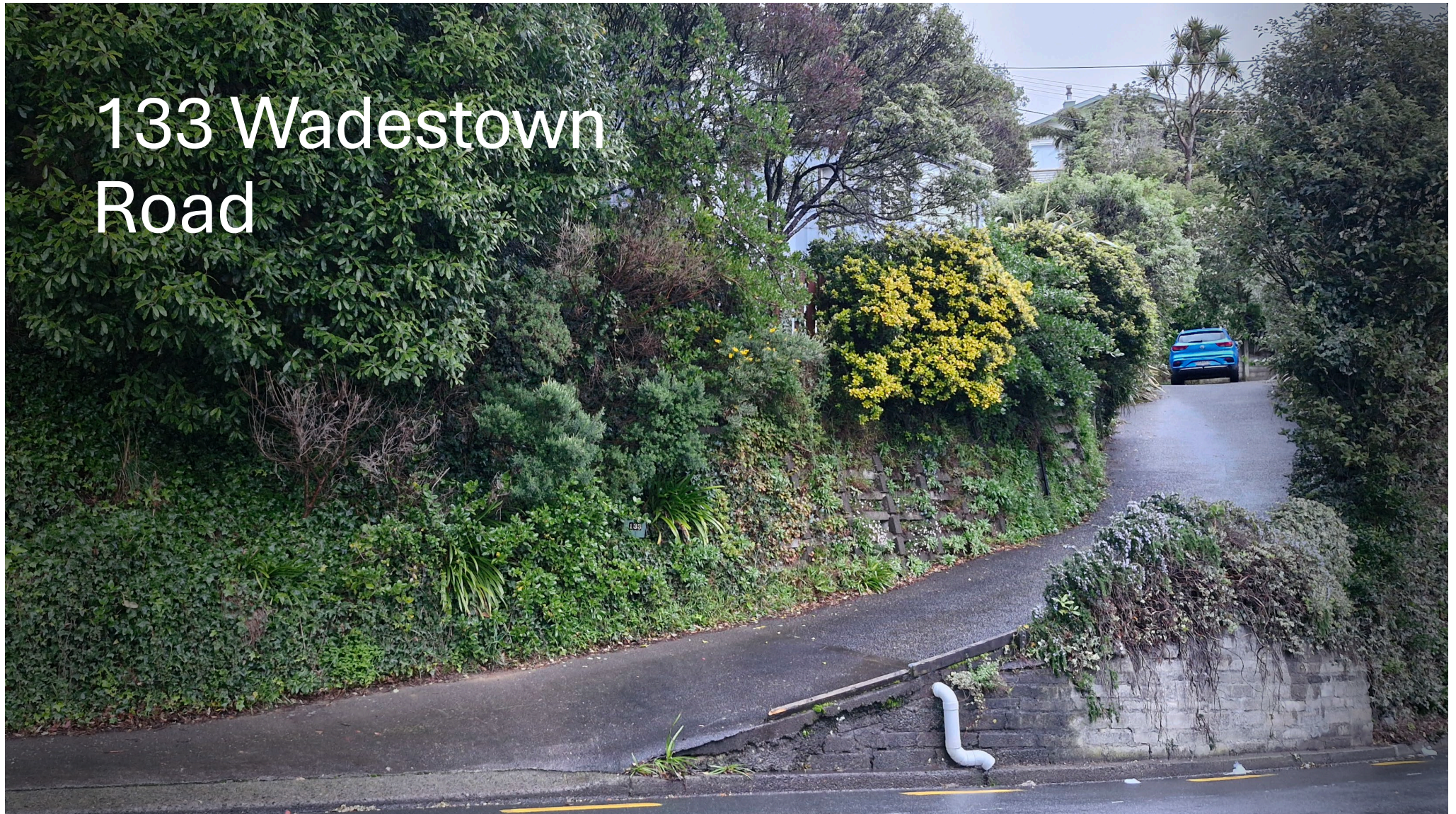


These figures speak for themselves, the majority of Wadestown residents are happy with the current situation. **Leave us alone!**



Results at the close of online voting in June 2024

Do you support	% Strongly oppose/oppose	% Strongly support/support
Installing a P120 parking scheme	44% strongly opposed	22% strongly support
	9% opposed = 53%	15% support = 37%
Installing no stopping lines on several streets	37% strongly opposed	28% strongly support
	12% opposed = 49%	14% support = 42%
Cycle lane on Blackridge/Wadestown Roads	45% strongly opposed	27% strongly support
	10% opposed = 55%	10% support = 37%
Overall, support for the changes	46% strongly opposed	21% strongly support
	12% opposed = 58%	14% support = 35%
Main mode of transport through/around Wadestown	67% Cars/vans	8% e-bikes 5% bikes





View looking up towards Wadestown
when we cross the road to our house



From the bottom of our driveway looking up





Looking down the hill from our driveway

Wadestown Connection Project

Submission to the Wellington City Council Regulatory Processes Committee,

12:10pm, Friday 9 August 2024

Kia ora koutou. My name is Geoff Connor and I live near the top end of Oban St.

My main point is that the documents published about this project do not provide sufficient information for you to make fully informed decisions. My recommendation is that you delay making decisions until after Council staff provide you with additional information about two things:

- A. The scope and scale of each of the alleged problems, and
- B. How the more than 200 changes in the Proposed Traffic Resolution relate to each issue.
 - Which of the changes relate to bus, rubbish truck and emergency vehicle access?
 - Which relate to resident and commuter parking?
 - Which relate to the cycleway?
 - None of this clear.

I have two more specific examples of the need for better information.

First, on resident and commuter parking, how many Wadestown residents are unable to park within 50 or 100 metres of the entrance to their homes? How many out-of-suburb commuter vehicles are being parked in Wadestown on an average working day? Is it 20? Is it 500? Are commuters' vehicles spread throughout the suburb, or are there areas of concentration? If so, where are the areas of concentration? Are there risks that commuters will migrate to other streets where no new parking restrictions are proposed and consequentially create parking congestion problems on those streets?

If the P120 restrictions are largely targeted at out-of-suburb commuters, then why is it proposed that they would apply on Saturdays, Sundays and public holidays? Why is it necessary to impose the restrictions for 12 hours a day, from 8am to 8pm? Would it not be sufficient to, for example, impose a P30 restriction from 8am to 10am and from 4pm to 6pm and not have any restrictions between 10am and 4pm?

I didn't see answers to any of these ten questions in the documents that have been published.

And yet you need answers to these and many other questions to make informed pragmatic decisions.

My other example relates to bus, rubbish truck and emergency vehicle access. Have Council staff talked to bus and rubbish truck drivers to find out how many places there are serious access issues? If not, why not? If so, where are those locations? How many are there? Is it two or three? Is it 50? Will the proposed cycleway create additional access issues for these vehicles?

Again, these are important questions, but the published documents don't answer them.

Finally, I have concerns about a criterion used in the WCC Transitional Cycleways Multicriteria Analysis document. On page 7 there is discussion about the possibility of changing the lower part of Wadestown Road from two ways to one way to create a dedicated cycle lane. It was rejected for three reasons. One reason is compelling, another is minor, but the third reason is very concerning.

Here's what it says: QUOTE: *[It] would require extensive modelling of the network and have significant consultation obligations. This would be a lengthy process and not in the spirit of [the cycleway] programme.* END QUOTE.

What concerns me is not the specific decision. It is clearly unwise to make that part of Wadestown Road one way. What concerns me is the mindset that underpins the reason.

- It implies that the views and interests of the people who live in the neighbourhoods where cycle lanes are proposed are of secondary importance only.
- It implies that implementing cycleway changes quickly trumps making informed high-quality decisions. That view is egregiously wrong.

These proposals will have long term implications for Wadestown residents. Getting them right is more important than implementing them quickly. I strongly urge you to delay making decisions until you are given the information you need to make fully informed decisions.

John Carty

To WCC

Parking by 2 Cecil Rd

These photos; taken from the turn around area ; show the front of 2 Cecil Rd Wadestown ;

Photo A/ on the left hand side shows the substation .

(The public WC is just in front of the substation ,but is not shown in the photo.)

Also shown are the lower steps of the public access way to Cecil Rd on the LH side and 4 steps to the Lower flat : 2a Cecil Rd.

The garage doors of No 2 Cecil Roads garage and the Garage belonging to 51 Weld St

Photo B/ is a closer photo of photo A

Photo C/ is a closer photo of the garage that cannot be used for reasons outlined in the submission

Item 2.1 Attachment 4



"A"



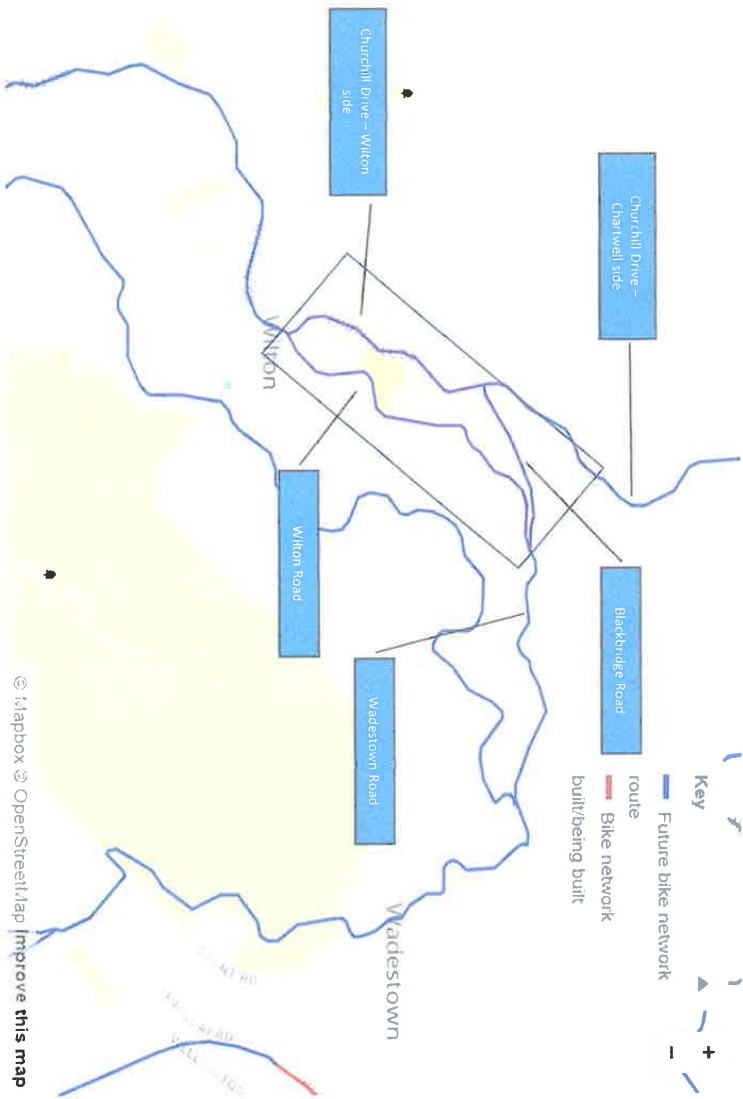
Item 2.1 Attachment 4



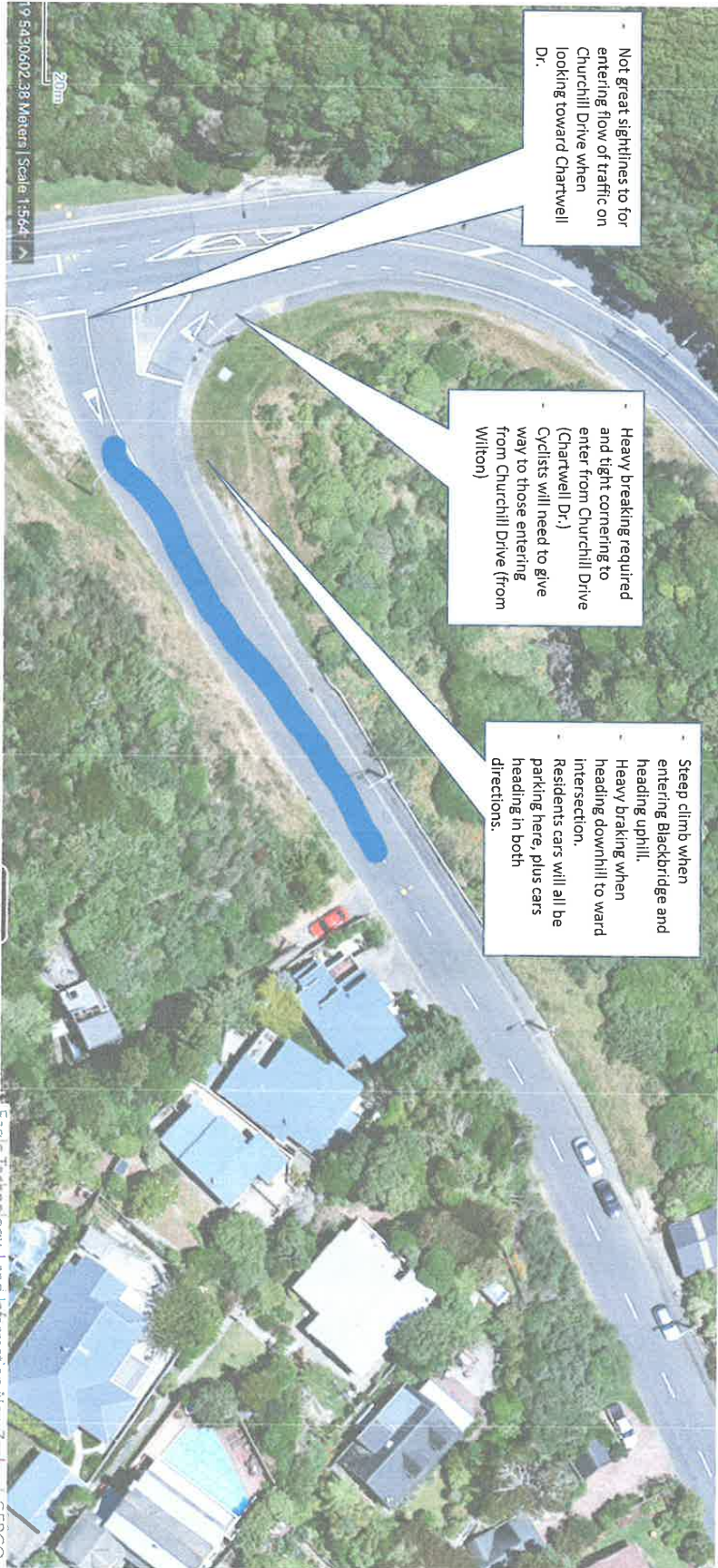
11

EANON SWEENEY

Bike network map



Item 2.1 Attachment 5



WCC Wadestown Connections - Oral Submissions

14:40 -14:45 9 August 2023 1113 The Terrace Wellington 6011

The impact of the Wadestown Parking Scheme on residents and businesses has not been considered

1. A costed analysis of the benefits to businesses and residents is not available. (WCC email to WMP 9 July 2024)
2. The WCC project business case https://www.transportprojects.org.nz/assets/Wadestown-Connections/Supporting-documents/Wadestown-PKMP-Business-Case-v1.0_signed.pdf has no analysis of benefit or disbenefits for citizens or businesses
 - *No analysis is provided to show that benefits exist or are greater than costs of proposed changes.*
 - *We are concerned that patient access, especially for elderly and disabled, will be compromised.*
3. A costed analysis of future revenue from the Wadestown Parking Scheme has not been done as the parking scheme operates to cover costs not generate revenue. (WCC email to WMP 9 July 2024)
 - *This cost-plus logic is inflationary and not tenable in the current cost of living crisis.*
 - *Our staff are not Wadestown residents and to pay for resident parking permits is a barrier to employment.*
 - *There are no practical public transport options for our staff: "it's not worth coming to work"*
3. A costed analysis of residents and businesses utility has not been done. (WCC email to WMP 9 July 2024)
 - *There is no evidence that changes offer any benefits for citizens, businesses, and community service providers.*
 - *With a third of medical practices making a loss, 70% burnout, the proposed costs cannot be absorbed or passed on.*
4. Lifecycle analysis of the Wadestown parking scheme has not been done. (WCC email to WMP 9 July 2024)
 - This fails Public Finance Act, Local Government Act, Regulatory Impact Analysis, and the Treasury Business Plan CBA_x process.
 - The proposed scheme needs to go back to a clear expression of problems and needs, research, consultation, and design engaged with the community's needs to offer net benefits to citizens and service providers.

Wadestown Medical Practice July 2023. Robert Tromp.

Negative impact on Wadestown Medical Practice & Patients

- **Access to the medical practice by patients will be negatively impacted.**
 - Many are elderly and not able to walk several blocks to the practice or take a bus.
 - Urgent deliveries of cold chain vaccines and pick up of patient samples for labs are affected
- **Public transport options are not tenable**
 - E.g. one doctor travels from Berhampore – bus travel time is typically 1.3hours, car travel time is 20 minutes; therefore 2 hours extra spent in travel for an already time-poor doctor.
 - Worse for our nurses from Tawa, Porirua, where 2 or more PT mode changes would be required.
 - Bus is also not tenable as a car is essential for urgent and home visits to patients.
- **New costs of the parking scheme to the medical practice are not tenable.**
 - 2024 Rates for the Practice are \$14,522.09, with projected 16.4% (\$2381) increase for 2024/5.
 - A further \$2000 added to this for parking permits for staff.
 - This money could provide appointments to 50 patients in need.
 - To cover the \$2000 parking cost, we will need to see over 500 additional patients if we could make normal commercial margins – we can't.
 - GP practices fees are government controlled, we can't increase fees, we are underfunded and can't recover these cost increases.

Wadestown Medical Practice July 2023. Robert Tromp