

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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

9:30 am Rāpare, 28 Here-turi-kōkā 2025

9:30 am Thursday, 28 August 2025

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



IN ATTENDANCE

Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly
Councillor McNulty
Councillor Rogers
Mayor Whanau

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28 AUGUST 2025

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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 McNully

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Accept the apologies for early departure received from Mayor Whanau, Pouwi Kelly, Councillor Chung.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Free, seconded Pouwi Kelly

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 18 June 2025, 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

1.6.1 Graham Weir

Graham addressed the hui regarding item 2.6 Proposed Crofton Down Trails.

1.6.2 Matt Farrar & Tom Adams

Matt and Tom addressed the hui regarding item 2.6 Proposed Crofton Downs Trails.

1.6.3 Demetrius Christoforou on behalf of Greek Orthodox

Demetrius addressed the hui regarding item 2.1 Proposed Road Closures.

1.6.4 Jody Seabright on behalf of Wellington Car Club

Jody addressed the hui regarding item 2.1 Proposed Road Closures.

1.6.5 Anthony Thyne

Anthony addressed the hui regarding item 2.3 TR119-25 – Karori Road & Glenmore Street – Route 2 Bus Improvements.

1.6.6 Bill McDonald on behalf of Karori Business Association

Bill addressed the hui regarding item 2.3 TR119-25 – Karori Road & Glenmore Street – Route 2 Bus Improvements.

1.6.7 Catherine Bagnall & Julian Bishop

Catherine and Julian addressed the hui regarding item 2.2 Traffic Resolutions – TR115-25.

1.6.8 Dean Knight

Dean addressed the hui regarding item 2.2 Traffic Resolutions.

1.6.9 Sarah Jenkin

Sarah addressed the hui regarding item 2.2 Traffic Resolutions – TR118-25.

1.6.10 Amanda Green

Amanda addressed the hui regarding item 2.2 Traffic Resolutions – TR122-25.

1.6.11 Robert Murray

Robert addressed the hui regarding item 2.2 Traffic Resolutions – TR122-25.

Attachments

- 1 Graham Weir
- 2 Matt Farrar
- 3 Anthony Thyne
- 4 Bill McDonald
- 5 Amanda Green

The meeting adjourned at 10:41am and returned at 10:53am with all members present.

2. GENERAL BUSINESS

2.1 Proposed Road Closures

Moved Mayor Whanau, seconded Councillor Calvert the following amended substantive

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Agree to close the following roads on Sunday 15 February 2026 0500 to 1300hrs to enable the **Southern Cross Round the Bays** event. The roads will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
 - 2.1 SH1 Wellington Rd (full closure between Hamilton Rd intersection and Cobham Dr 0730 to 1230hrs southbound, 0715 to 1230hrs northbound).
 - 2.2 SH1 Cobham Dr (full closure between Evans Bay Pde and Troy St roundabout 0730 to 1130hrs).
 - 2.3 SH1 Cobham Dr (full left lane closure on eastbound between Troy St roundabout and Calabar roundabout 0730 to 1200hrs).
 - 2.4 Cable St (between Jervois Quay and Oriental Pde left lane between Troy St to Kent Tce 0500 to 1130hrs).
 - 2.5 Oriental Pde (full closure to Carlton Gore Rd and all the adjoining side roads. Herd St, Fryberg car park, Oriental Tce, Hay St, Grass St 0500 to 1130hrs).
 - 2.6 Evans Bay Pde (full closure between Carlton Gore Rd / Oriental Pde to Cobham Dr, includes at point of entry of all side roads, 0715 to 1230hrs).
 - 2.7 Evans Bay Pde (between Cobham Dr and Kilbirnie Cres intersection 0715 to 1300hrs. All arterial roads joining Evans Bay Pde 0715 to 1230hrs. Kilbirnie Cres / Hamilton Rd / Wellington Rd intersection to the Evans Bay Pde / Cobham Dr / Wellington Rd intersection 0715 to 1230hrs northbound, 0715 to 1130hrs southbound. Cobham Dr / Evans Bay Pde intersection to Troy St roundabout 0715 to 1130).
 - 2.8 Taurima St and Goa St (0715 to 1130hrs).
 - 2.9 Shelly Bay Rd (between Miramar Ave and Massey Rd 0730 to 1200hrs).
 - 2.10 Massey Rd (between Shelly Bay Rd and Point Gordon 0730 to 1200hrs).
 - 2.11 Parking Restrictions 0500 to 1300 on Sunday 15 February 2026.
 - 2.11.1 Cable St (Jervois Quay to Chaffers St)
 - 2.11.2 Kilbirnie Cres (park side, Wellington Rd to Evans Bay Pde intersection).
 - 2.11.3 Hamilton Rd (eastern side southbound lane).
 - 2.11.4 Wellington Rd / Hamilton Rd intersection to 107 Hamilton Rd.
 - 2.11.5 Wellington Rd (between Hamilton Rd and Evans Bay Pde).

- 2.11.6 Evans Bay Pde (Cobham Dr intersection to Kemp St).
- 2.11.7 Calabar Rd roundabout to Shelly Bay Rd.
- 2.11.8 Oriental Pde between Cable St and Hay St.
- 3. Agree to close Ganges Road (1 to 19) on Sunday 14 December 2025 (1000 to 1500hrs) to enable the **Rotary Khandallah Fair**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
- 4. Agree to close Newtown Avenue (no#6 to 24) on the below dates from 1400hrs Friday to 2130hrs on Sunday to enable the **Newtown Ave Block Fest**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports. The weekend dates requested are:
 - 4.1 Weekend of Saturday 13 September 2025
 - 4.2 Weekend of Saturday 20 September 2025
 - 4.3 Weekend of Saturday 25 October 2025
 - 4.4 Weekend of Saturday 7 February 2026
 - 4.5 Weekend of Saturday 18 April 2026
 - 4.6 Weekend of Saturday 2 May 2026
- 5. Agree to close Hania Street (1 to 13) on Saturday February 14-~~21~~, 2026 (0900 to 1500hrs) to enable the **Paniyiri** food festival, **subject to no objections to the new date once advertised on Let's Talk and Have Your Say**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
- 6. Agree to close the following roads from Friday 27 March 1159hrs to Monday 30 March 2026 0300hrs to enable the **Cuba Dupa** event. The roads will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
 - 6.1 Cuba St (between Arthurs St / Karo Dr and Wakefield St).
 - 6.2 Manners St (between Taranaki St and Victoria St).
 - 6.3 Luke Street (restricted access).
 - 6.4 Dixon St (between Ghuznee St and Dixon St).
 - 6.5 Inglewood PI (between Taranaki St and Dixon St).
 - 6.6 Ghuznee St (between Taranaki St and Dixon St).
 - 6.7 Leeds St (off Ghuznee St).
 - 6.8 Marion St (restricted access to Swan Ln).
 - 6.9 Furness Ln.
 - 6.10 Garrett St (off Cuba St).
 - 6.11 Swan Ln (restricted access).
 - 6.12 Abel Smith St (between Taranaki St and Victoria St).
 - 6.13 Wigan St (restricted access).

- 6.14 Kensington St (restricted access).
- 6.15 Kelvin Gr.
- 6.16 Foot Scray Ave (behind Toi Poneke).
- 6.17 Victoria St (slip Lane).
- 6.18 Vivian St (at key times).

6.18.1 There will be a lane closure on Vivian Street Saturday 28 March 1700 to Sunday 29 March 2026 0500hrs to allow for safe passage of pedestrians to cross.

7. Agree to close Massey Rd (northern entrance to Shelly Bay defence base to north end Scorching Bay reserve) on Sunday 7 December 2025 (0700 to 1800hrs) to enable the **Shelly Bay Seal Sprint**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
8. Agree to close Alexandra Road (Constable St to lookout) on Sunday 15 March 2026 (0700 to 1800hrs) to enable the **Alexandra Road Hillclimb**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
9. Agree to close the Slip Lane (between buckle St and Ellice St) on Sunday 7 0600 to Monday 15 December 2025 2100hrs to enable the Basin Reserve to host the **West Indies Test Match**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.
10. Agree to close the Slip Lane (between Buckle St and Ellice St) on Monday 30 March 0600hrs to Thursday 5 April 2026 2100hrs to enable the Basin Reserve to host the **White Ferns vs South Africa ODI** cricket matches. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports Closure Impacts Reports.
11. Agree to close the Slip Lane (between buckle St and Ellice St) on the below listed dates to enable the Basin Reserve to host the **Super Smash** domestic cricket matches. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports Closure Impacts Reports.
 - 11.1 December 2025
 - 11.1.1 Sunday 28 to Monday 29 December 2025, 0600 to 2100hrs.
 - 11.2 January 2026
 - 11.2.1 Tuesday 6 to Sunday 11 January 2026 0600 to 2100hrs.
 - 11.2.2 Sunday 18 to Monday 19 January 2026 0600 to 2100hrs
12. Agree to close Cuba Street (Vivian Street to Ghuznee St, including Garrett Street) on Sunday 15 February 2026 (0700 to 2200hrs) to enable the **Fringe Takeover on the Street**. The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

13. Agree to close Cuba Street (Vivian Street to Ghuznee St – including Garrett Street) on Saturday February 28, 2026 (0700 to 2200hrs) to enable the **Park(ing) Day**. A rain day is proposed for Saturday 7 March 2026 (0700 to 2200hrs). The road will be closed to vehicles and cyclists, including motorised scooters, and be subject to the conditions listed in the proposed Road Closure Impacts Reports.

Carried

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

(Mayor Whanau left the hui at 11:12am)

(Mayor Whanau returned to the hui at 11:24am)

2.2 Traffic Resolutions

Moved Councillor Free, seconded Pouiwi Kelly

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Adopt the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:TR36-25 Frederick Street, Te Aro – Parking Changes
 - 2.1 TR44-25 Cecil Road, Wilton – No Stopping At All Times
 - 2.2 TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Change
 - 2.3 TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times
 - 2.4 TR48-25 Ryan Grove, Tawa – No Stopping At All Times
 - 2.5 TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction
 - 2.6 TR113-25 Marewa Road, Hataitai – No Stopping At All Times
 - 2.7 TR114-25 Ruskin Road, Newlands – No Stopping At All Times
 - 2.8 TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times
 - 2.9 TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking
 - 2.10 TR117-25 Duncan Street, Tawa – Bus Replacing Trains (BRT) Bus Stop Relocation
 - 2.11 TR118-25 Mana Street. Vogeltown – No Stopping At All Times
 - 2.12 TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street
 - 2.13 TR121-25 Te Ngākau Precinct Street Scape – Harris Street
 - 2.14 TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times

Moved Councillor McNulty, seconded Councillor Calvert the following amendment

Resolved

~~2.8 TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times~~

3. In respect of Traffic Resolution TR115-25 Fortification Road, Karaka Bays - No Stopping At All Times, **Agree** not to implement this traffic resolution at this stage and have officers work with Motukairangi councillors post-election to engage with residents and bring the paper to a subsequent meeting of the Regulatory Processes Committee (or relevant committee).

Carried

Moved Councillor Free, seconded Pouiwi Kelly the following amended substantive Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Adopt the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:TR36-25 Frederick Street, Te Aro – Parking Changes
 - 2.1 TR44-25 Cecil Road, Wilton – No Stopping At All Times
 - 2.2 TR45-25 Donald Street, Karori – New Vehicle Crossing Parking Change
 - 2.3 TR46-25 Fore Street, Winchester Street, Kaiwharawhara – No Stopping At All Times
 - 2.4 TR48-25 Ryan Grove, Tawa – No Stopping At All Times
 - 2.5 TR50-25 Oxford Street, Tawa – Proposed P15 Time Limited Parking Restriction
 - 2.6 TR113-25 Marewa Road, Hataitai – No Stopping At All Times
 - 2.7 TR114-25 Ruskin Road, Newlands – No Stopping At All Times
 - ~~2.8 TR115-25 Fortification Road, Karaka Bays – No Stopping At All Times~~
 - 2.9 TR116-25 Broderick Road, Johnsonville – P60 Time Limited Parking
 - 2.10 TR117-25 Duncan Street, Tawa – Bus Replacing Trains (BRT) Bus Stop Relocation
 - 2.11 TR118-25 Mana Street. Vogeltown – No Stopping At All Times
 - 2.12 TR120-25 Te Ngākau Precinct Street Scape – Wakefield Street
 - 2.14 TR121-25 Te Ngākau Precinct Street Scape – Harris Street
 - 2.15 TR122-25 Queens Drive, Lyall Bay – Intersection Layout Reconfiguration, Traffic Calming and No Stopping At All Times
3. In respect of Traffic Resolution TR115-25 Fortification Road, Karaka Bays - No Stopping At All Times, **Agree** not to implement this traffic resolution at this stage and have officers work with Motukairangi councillors post-election to engage with residents and bring the paper to a subsequent meeting of the Regulatory Processes Committee (or relevant committee).

Carried

(Mayor Whanau left the hui at 12:02pm)

(Mayor Whanau returned to the hui at 12:03pm)

(Councillor Abdurahman left the hui at 12:31pm)

2.3 TR119-25 - Karori Road & Glenmore St - Route 2 Bus Improvements

Moved Councillor Free, seconded Councillor Rogers

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Note the submissions shown in Attachment 1.
3. Agree to the following changes to the proposed traffic resolution TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements:
 - 3.1. Retain 2m of the existing no stopping at all times restrictions and install an additional 13m at 393 Karori Road to maintain safe sight lines for residents entering and exiting their driveways.

- 3.2. Move the proposed bus stop and associated no stopping at all times restrictions outside 379 Karori Road, 15m west so that the head of the stop is now outside 381 Karori Road to provide increased kerb line for the buses to stop against improving accessibility for bus passengers.
- 3.3. Move the proposed relocated bus stop 4324 and associated no stopping at all times restrictions in Marsden Village 9m west to avoid the bus doors opening into the utility pole or poles supporting the building awning.
4. Approve Traffic Resolution TR119-25 Karori Road & Glenmore Street – Route 2 Bus Improvements, incorporating the changes set out in recommendation 3, pursuant to the provision of the Traffic and Parking Bylaw 2021.

Carried

The hui adjourned at 12:37pm and returned at 1:05pm with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouwi Kelly, Councillor McNulty, Councillor Rogers, Mayor Whanau.
(Councillor Chung joined the hui at 1:06pm)

2.4 Compliance with the Land Transport Rule: Speed Limit 2024 - Variable Speed Limits outside schools

Moved Councillor Rogers, seconded Councillor McNulty the following amended substantive

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. **Receives** the information
2. **Notes** that the *Land Transport Rule: Setting of Speed Limits 2024* mandates the implementation of Variable Speed Limits outside schools in Wellington City, where the Rule's criteria are met, by **1 July 2026**.
3. **Agrees** to implement 30km/h variable speed limits during school travel periods (drop-off and pick-up times) outside ~~79~~ **78** schools, through approval of the following ~~64~~ **60** Traffic Resolutions, detailed TR listed in Attachments:
 - 3.1 TR100-25 Miramar North School
 - 3.2 TR101-25 Onslow College/ Roroa Normal Intermediate School
 - 3.3 TR102-25 Redwood School
 - 3.4 TR103-25 Seatoun School
 - 3.5 TR104-25 South Wellington Intermediate School
 - 3.6 TR105-25 St Francis Xavier School
 - 3.7 TR106-25 Te Aro School
 - 3.8 TR107-25 Wadestown School (1), Wadestown School (2)
 - 3.9 TR108-25 Wellington Hills Christian College
 - 3.10 TR109-25 Miramar Central School/ Holy Cross School
 - 3.11 TR110-25 Worser Bay School
 - 3.12 TR111-25 Newtown School/ St Annes Primary School
 - 3.13 TR112-25 Wellington High School
 - 3.14 TR52-25 Brooklyn School
 - 3.15 TR53-25 Newlands School/ Bellevue School
 - 3.16 TR54-25 Tawa Intermediate/ Tawa College
 - 3.17 TR55-25 St Catherine's College/ St Patrick Primary College
 - 3.18 TR56-25 St Benedict's School

- 3.19 TR57-25 Roseneath School
- 3.20 TR58-25 Rongotai College
- 3.21 TR59-25 Rewa Rewa School
- 3.22 TR60-25 St Bridgids
- 3.23 TR61-25 St Anthony's School
- 3.24 TR62-25 Scotts College/ Kahurangi School
- 3.25 TR63-25 St Mary's School/ Sacred Heart Cathedral School
- 3.26 TR64-25 Ridgway School
- 3.27 TR65-25 Owhiro Bay School
- 3.28 TR66-25 Otari School
- 3.29 TR67-25 Northland School
- 3.30 TR68-25 Ngaio School
- 3.31 TR69-25 Linden School/ He Huarahi
- 3.32 TR70-25 Kilbirnie School
- 3.33 TR71-25 Kelburn Normal School
- 3.34 TR72-25 Samuel Marsden Collegiate School/ Karori Normal School
- 3.35 TR73-25 Karori West Normal School
- 3.36 TR74-25 Johnsonville School
- 3.37 TR75-25 Island Bay School/ St Francis De Sales School
- 3.38 TR76-25 Clifton Terrace Model School
- ~~3.39 TR77-25 Cardinal McKeefry School~~
- 3.40 TR78-25 Berhampore School
- 3.41 TR79-25 Amesbury School
- 3.42 TR80-25 West Park
- 3.43 TR81-25 St Mark's Church School/ Wellington College/ Wellington East Girls College
- 3.44 TR82-25 TKKM O Nga Mokopuna
- 3.45 TR83-25 Te Ara School
- 3.46 TR84-25 Tawa School
- 3.47 TR85-25 St Teresa's School
- 3.48 TR86-25 Queen Margaret College/ Thorndon School/ Wellington Girls College
- 3.49 TR87-25 Newlands College/ Newlands Intermediate, Paparangi School/ Newlands College, Paparangi School
- 3.50 TR88-25 Makara Model School
- 3.51 TR89-25 Khandallah School
- 3.52 TR90-25 Hataitai School
- 3.53 TR91-25 St Patrick College/ Evans Bay Intermediate School
- 3.54 TR92-25 Cashmere Avenue School
- 3.55 TR93-25 Churton Park School
- 3.56 TR94-25 Clyde Quay School
- 3.57 TR95-25 Crofton Downs Primary School
- 3.58 TR96-25 Greenacres School
- 3.59 TR97-25 Hampton Hill School
- 3.60 TR98-25 Houghton Valley School
- 3.61 TR99-25 Lyall Bay School

- 4. **Notes** that the estimated capital cost for the recommended option for implementation of the variable speed limits outside school is approximately \$4.51 million, with ongoing operational cost of \$50,000 per year from FY27/28.
- 5. **Notes** that the capital budget is already approved in the 2024–34 Long-term Plan under the 2107 Speed Management Upgrades within 7.1.7 Road Safety, and the operational budgets from FY27/28 onwards will be assessed and updated under outcomes 7.1.6 Network-wide Control and Management and 7.1.7 Road Safety in the next Long-term Plan.

Carried

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

(Pouiwi Kelly left the hui at 1:21pm)

(Pouiwi Kelly returned to the hui at 1:23pm)

2.5 Mobile trading operators on Wellington Town Belt land

Moved Mayor Whanau, seconded Pouiwi Kelly

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve four new commercial dog walkers and renew permits for 12 existing commercial dog walkers and one mountain bike coaching operator, to carry out low-scale, low-impact trading activities on the Wellington Town Belt for a period of two years, in accordance with the Wellington Town Belt Act 2016 and the Trading and Events in Public Places Policy 2022.

2.1 Four new Commercial Dog Walking Operators

- 2.1.1 Hound Hikes Limited
- 2.1.2 Loosh Leash Dog Walking
- 2.1.3 Peninsular Paw Club
- 2.1.4 ROAM

2.2 Renew twelve Commercial Dog Walking Operators

- 2.2.1 All Terrier Motives
- 2.2.2 Blissed Out Dogs
- 2.2.3 Cosy Critters Pet Care and Training
- 2.2.4 Dave Owen
- 2.2.5 Doggystyle Dog Walking
- 2.2.6 Dogs By Beks
- 2.2.7 Dogs Day Out
- 2.2.8 Four Paws Adventures
- 2.2.9 Happy Paws
- 2.2.10 Mackenzie Pet Care
- 2.2.11 Pet Pro Trainer
- 2.2.12 We're Wolf Walking Wellington

2.3 Renew one mobile mountain bike coaching operator

- 2.3.1 Wellington Off-Road Riding Department (WORD)

Carried

2.6 Proposed Crofton Downs Trails

Moved Councillor Calvert, seconded Councillor McNulty the following amended substantive

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Agree to approve in principle the development of Tracks 1, 2, 3 and 4, as described in paragraph 47 of this paper and indicatively mapped in Attachment 6, subject to meeting the track design and environmental impact assessment requirements set out in the Open Space Access Plan 2016, Outer Green Belt Management Plan and in accordance with the best practice Recreation Aotearoa New Zealand Mountain Bike Trail Design and Construction Guidelines.
3. Agree that ~~Track 4 is to be for~~ **the tramping track will be for** walking-only use in future.
4. Agree that there will be no track design, assessment or development work on any tracks that depend on track routing across the future reserve land, shown in Attachment 6, until Council access to that land is formalised and/or the land vested in Council.
5. Note that Trails Wellington and the Korimako Trail Builders will undertake their volunteer work under Memorandum of Understanding with the Council.
6. Agree that the Council's investment of up to \$150,000 into the above track development will be funded from existing tracks renewal and upgrade budget (activity 2010), subject to track work priorities.

Carried

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

2.7 Proposed coastal reserve classifications

Moved Councillor Free, seconded Pouiwi Kelly

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Resolve, under S.14 of the Reserves Act 1977, to declare the land parcels identified in Schedule 1 of Attachment 1 as reserve and classify for the primary purposes specified.
3. Resolve, under S.16 of the Reserves Act 1977, to classify the land parcels identified in Schedule 2 of Attachment 1, for the primary purposes specified.
4. Resolve, under S.24 of the Reserves Act 1977, to reclassify the land parcels identified in Schedule 3 of Attachment 1, for the primary purposes specified.
5. Instruct officers to complete the approved classifications and reclassifications by arranging for the above resolutions to be published in the New Zealand Gazette.
6. Note that officers will bring a further paper to Council in 2026 to approve the classification of the sites listed in Schedule 4 of Attachment 1 after further due diligence to clarify the land status.

Carried

(Councillor Calvert left the hui at 1:45pm)

(Councillor Calvert returned to the hui at 1:48pm)

2.8 Decision register updates and upcoming reports

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Carried

The hui concluded at 1:50pm 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 Thursday, 28 August 2025
Ngake (16.09), Level 16, Tahiwi
113 The Terrace
Pōneke | Wellington

Business	Page No.
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Regulatory Processes Committee - 28/08/2025

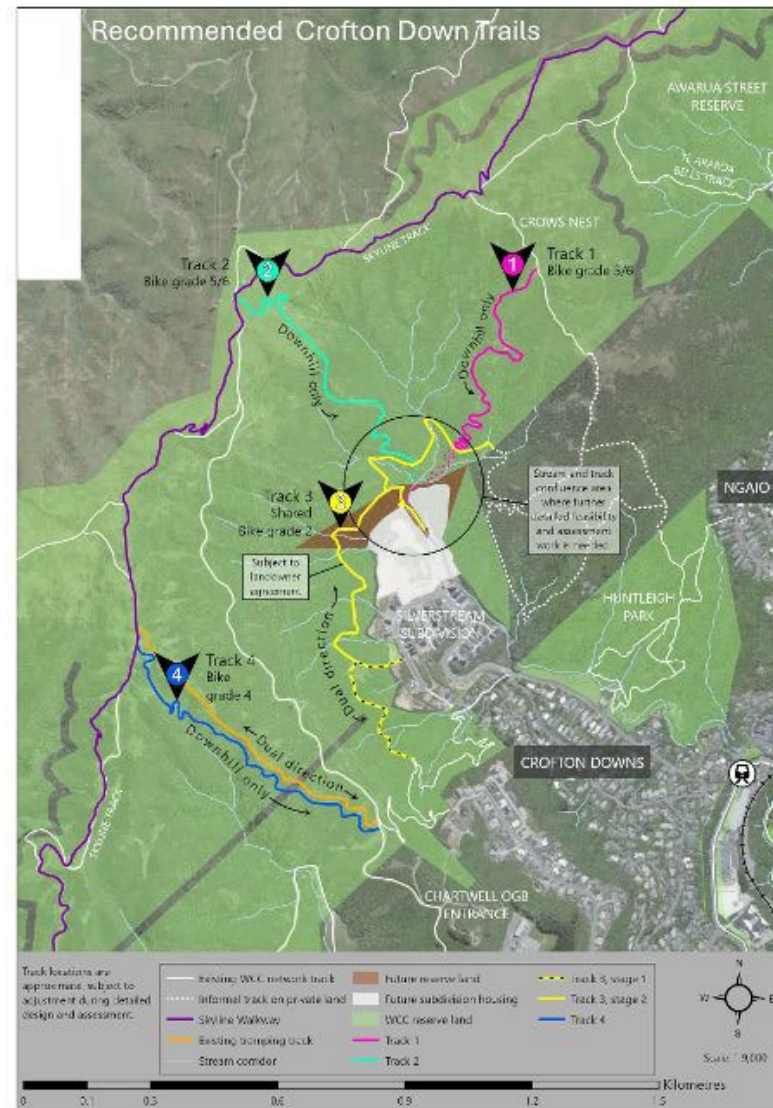
1.	Graham Weir	2
2.	Matt Farrar	8
3.	Anthony Thyne	13
4.	Bill McDonald	33
5.	Amanda Green	35

Korimako Track Builders



Dual-use Track 3:
Southern end of
Korimako track
(yellow line)

Tramping Track 4:
Upper Silversky
(brown line)



General Benefits of Korimako track

1. Bush walking is beneficial to human physical and mental health. Korimako offers bush access to many.
2. Korimako provides a very efficient trapping line, essential for the long term sustainability of native trees, birds and animals
3. Korimako track provides loops and links to the track networks in Otari-Wilton and Khandallah park
4. Offers Tourism opportunities, using public transport to the entries to Korimako track. Nearby cafes for coffee, lunches.

Korimako Track Builders Recommendations





The Korimako Track Builders strongly endorse all of the recommendations by WCC officers regarding walking tracks to the south of the Crows Nest. Specifically:

- Approval of Track 3 (subject to land ceding to WCC), and the existing tramping track (Upper Silversky)
- Construction of Stage 1 of Track 3 to begin in 2026

AI Executive Summary from WCC document

- 🕒 **Executive Summary: Proposed Crofton Downs Trails**
- 📌 **Purpose**
- The Wellington City Council is considering **approving in principle** the development of five new recreational tracks in the **Outer Green Belt (OGB)** above Crofton Downs:
 - **Three downhill mountain bike trails** (Tracks 1, 2, and 4)
 - **One shared walking/biking trail** (Track 3)
 - **One walking-only trail** (conversion of an existing tramping track)
- 🌱 **Strategic Fit**
- The proposal aligns with multiple Council strategies, including:
 - **Social and Environmental Wellbeing**
 - **Accessibility and Inclusion**
 - **Sustainable Recreation Infrastructure**
- 📖 **Track Details (from Paragraph 47, Page 1196)**
- The **most critical recommendations** include:
 - **Track 3:** A shared-use, dual-direction trail for walkers and beginner riders (Grade 2), **extended northeast** and connected to Porowhaikiri Street. To be built in **two stages**, with Stage 2 dependent on access to future reserve land.
 - **Track 4:** A downhill-only mountain bike trail for **advanced riders (Grade 4)**.
 - **Existing Tramping Track:** To be designated for **walking-only use**, preserving a rugged walking experience.

Copilot AI Executive Summary Continued

-  **Community Engagement**
 - Begin design and ecological assessment for Track 3 (Stage 1) and Track 4.
 - Construction of Tracks 1, 2, and Track 3 (Stage 2) contingent on future reserve land access.
 - **97% support** from submissions (76% from mountain bikers).
 - Feedback led to **amendments** for better accessibility and environmental protection.
 - Concerns included:
 - Overemphasis on extreme-grade trails
 - Safety on shared tracks
 - Environmental impacts near Silverstream subdivision
-  **Environmental & Feasibility Considerations**
 - Tracks 1, 2, and 4 intersect **Significant Natural Areas** and **Western Forests Key Native Ecosystem**.
 - Preliminary ecological assessments suggest **low risk**, but detailed field studies are required.
 - The **convergence area** near Silverstream Road is topographically complex and environmentally sensitive, making feasibility uncertain.
-  **Financial & Operational Aspects**
 - Estimated cost: **\\$100,000–\\$150,000**, funded from existing budgets.
 - **Volunteers** will build and maintain most tracks, with **Council support** for shared and walking-only tracks.
 - Professional builders required for bridges, boardwalks, and Track 3.
-  **Next Steps**
 - Immediate signage and designation of the tramping track as walking-only.



Proposed Crofton Downs biking and walking trails

Koata Hātepe | Regulatory Processes Committee - Thursday 28 August 2025

Crows Nest/ Crofton Downs

History

(Johnsons Hill, Part of transformation plan for our city (MTB, trail users and nature destination)

Collaboration

Korimako Trail builders, WCC, residents

Trail Choices

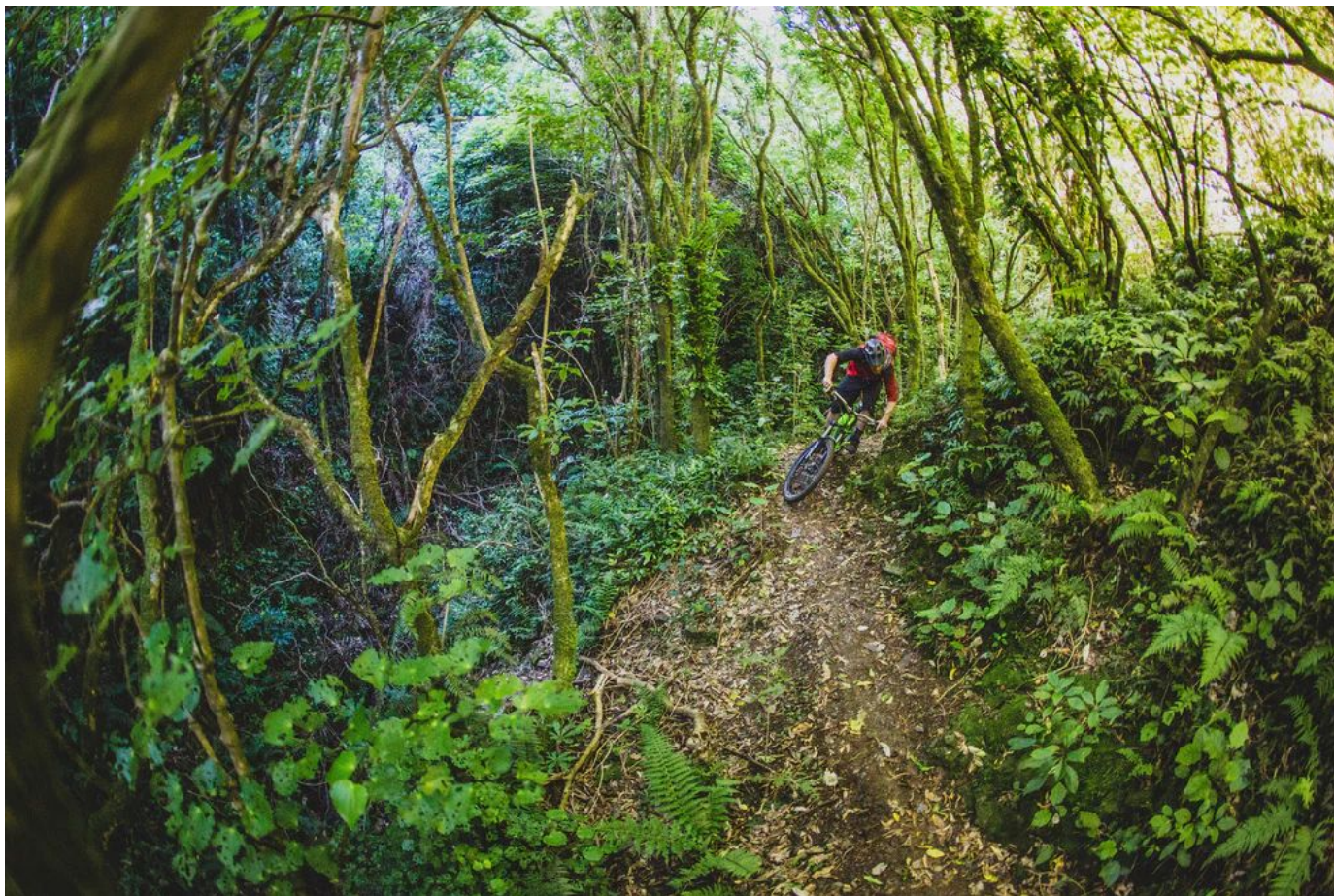
Technical trails, shared trail and a tramping trail

Low ecological impact of tech trails

Volunteer Community Support

Korimako walkers, Crows Nest trail builders







TR 119 / 25

**Karori Rd // Tringham St Bus Stop
removal / replacement**

Summary issues

The current bus stop offers –

1. weather shelter ,
2. pedestrian crossing support , and
3. instant access from Tringham St – where most of the bus commuters arrive from
-AND
4. can accommodate larger buses .

The current bus stop is placed

5. on a straight section of Karori Road - really no traffic hazards ,
6. after a pedestrian crossing – which assists traffic flow (buses slow and stop once),
7. adjacent a “No parking” spacing on the opposite side of Karori Road (for pedestrian crossing) – assist road hazards,
8. in a way that provides minor disruption to residential property access – and / or vehicles moving travelling across pedestrian areas .
9. The bus stop does not impede the cycle lane from the end of Karori Rd to Tringham St – being \ the entry to the prompted “Quiter Route” .
10. The consent process **is flawed** – TR119 / 25 approves road marking for a bus stop that has not been properly consented . (This has been advised to Council Staff – who will not properly / constructively engage.)
11. If bus stop spacing is an issue the gap between the stops at 338 Karori Rd and 292 Karori Rd could be more fruitfully addressed.

Outcomes

- Bus commuters are not better off – safety and comfort impacted
- Cyclists are not better off – hazards introduced
- General road users are not better off – hazards introduced
- More residents are impacted (relative to the current stop)
- Bus stop distancing is not really an issue and / or addressed
- New bus requirements (space) are not an issue
- In short – considerable money (= ratepayer funds) will be wasted on a not well thought out , and inadequately consented proposal , that is not supported by the Community in the area .

Broader view of Karori Rd // Tringham St Bus Stop – to highlight relative road width (West looking) , extent of shop veranda , and pedestrian crossing . Also enough room for larger buses .



Somewhat closer view – to highlight pedestrian crossing , road width , and pedestrian crossing . Close to Tringham St – for the vast majority of bus passengers . There is ample room for larger buses .



Repositioning position (East looking view) – second power-poles on left and right ; as the Karori Road bends left (to North) . With parking allowable on the right Southern side

This shot is pre-cycle lane on left – around 80 metres will be removed from around where the trailer in the picture is located



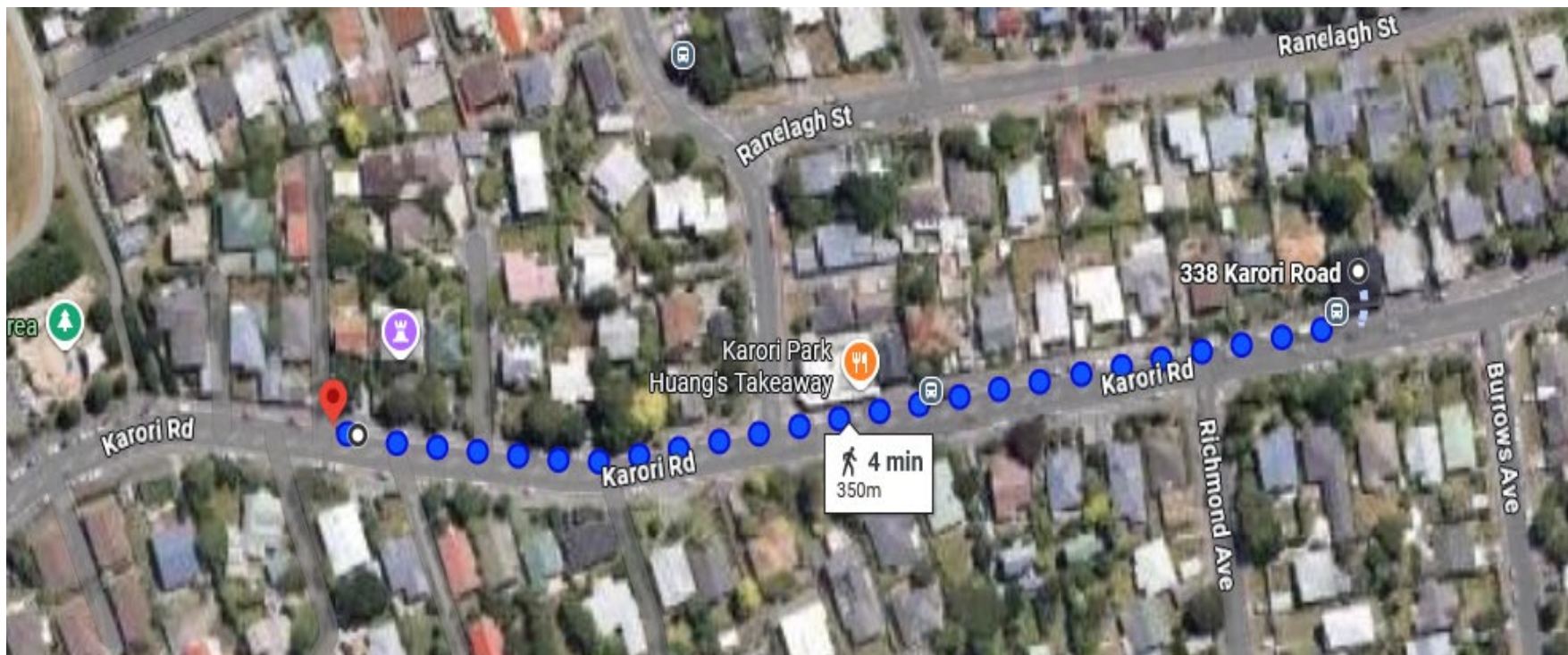
Eastern view – clear visibility along Karori Road for Eastern-bound traffic



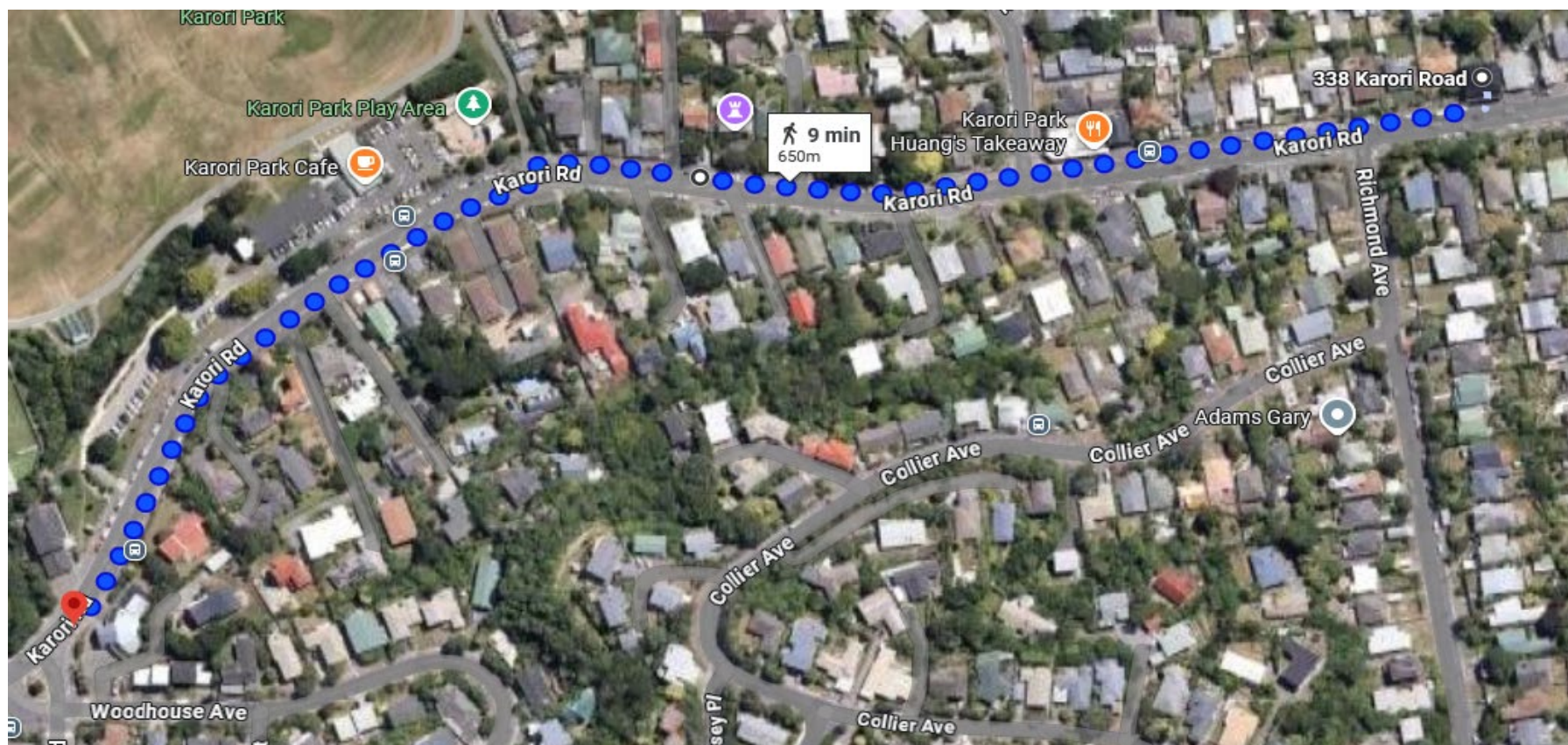
West facing view of proposed positioning of new bus stop – road safety (cars and cyclists) is compromised relative to current position – note , parking remains of left (Southern) side of road .



The half way point is 325 metres – which is close to 374 Karori Rd – and in line with publicised proposals (to move the Karori Park Pavillion Stop about 100 metres ; placement adjacent 364 Karori Rd fails the distance between stops test



End of Karori Rd Bus Stop to 338 Karori Rd Stop is 650 metres – half way is 325 metres



The “compromise solution”, which has not be properly consulted on , is a considerable expense – for really no gain



This is not going to be a cheap exercise ! Gas , water and telecoms are seemingly in need of re-arrangement .



Cycle lane will be interrupted



Cycle lane to be removed



Access to promote “Quiet Streets” interrupted



If there is a real interest in improving bus stop spacing then the distance between 338 Karori Road stop and 292 Karori Road stop might be one to address



Outcomes

- Bus commuters are not better off – safety and comfort impacted
- Cyclists are not better off – more , not fewer hazards
- General road users are not better of – more , not fewer hazards
- More residents are impacted
- Bus stop distancing is not really an issue and / or addressed
- New bus requirements are not an issue
- In short – considerable money (= ratepayer funds) is wasted on a not well thought out , and inadequately consented proposal , that is not supported by the Community in the area .

Thank you

Anthony Thyne

Summary issues

The current bus stop (on Karori Rd at Tringham St) offers –

1. weather **shelter** ,
2. pedestrian **crossing support** , and
3. **instant access** from Tringham St – where most of the bus commuters arrive from
-AND
4. (the stop) can accommodate **larger buses** .

The current bus stop is placed

5. on a **straight section** of Karori Road - really no traffic hazards ,
6. **after** a pedestrian crossing – which assists traffic flow (buses slow and stop once),
7. **adjacent to some “No parking”** spacing on the opposite side of Karori Road (for pedestrian crossing) – assisting with minimising road hazards,
8. (the stop is also place) in a way that inflicts only **minor disruption** to residential property access – so there also minimal vehicle movement across the foot path .
9. The bus stop currently does not **impede the cycle lane** from the Sthn End of Karori Rd to Tringham St – being the entry to the prompted “Quiter Route” .
10. I noted this in my formal submission , I believe the consent process relative to the proposed new bus stop **is flawed** – in effect TR119 / 25 approves road marking for a bus stop that has not been properly consented . (This has been advised to Council Staff – who will not properly / constructively engage.)
11. Lastly = if bus **stop spacing** is a real issue , then the spacing between the stops at 338 Karori Rd and 292 Karori Rd could be more fruitfully addressed.

We are proposing a change in your area

	<ul style="list-style-type: none"> - We'd like to extend a city-bound stop in Marsden Village to accommodate longer buses. - We'd also like to extend a city-bound stop on Glenmore Street to accommodate longer buses. <p>Changes to car parks:</p> <ul style="list-style-type: none"> - The proposed changes would result in the loss of three P30 car parks outside 142/144 Karori Road in Marsden Village and the creation of one unrestricted car park outside 393 Karori Road. <p>Changes to bike lanes:</p> <ul style="list-style-type: none"> - The proposed changes would convert a total of 60m of designated bike lane to other types of road markings.
Location – where we propose to make the change	<p>Karori Road:</p> <ul style="list-style-type: none"> • Outside #418 • Outside #421 and 415 • Outside Karori Park (near #418 and opposite #393 Karori Road) • Outside #393 to 395 • Outside #370 to 360 • Outside #375 to 381 • Outside #148 to 140 <p>Glenmore Street:</p> <ul style="list-style-type: none"> • Outside #12 to 16
What we'd like to do	<p>Karori Road:</p> <ul style="list-style-type: none"> ○ Install 13 metres of 'No Stopping at All Times' lines outside 418 Karori Road for bus stop entry taper. ○ Convert 9 metres of cycleway outside Karori park to 'No Stopping at All Times' for bus stop exit taper. ○ Convert the bus stop at 415 to 421 Karori Road from 'Bus Stop 6.00am – 9.00am Monday to Friday School Term Only 15 metres 'Bus Stop 6.00am – 9.00am, 3.30pm – 5.00pm Monday to Friday School Term Only 26.5m' to 'Bus Stop at All Times'. ○ Convert 17 metres of 'Bus Stop at All Times' outside Karori Park to 'No Stopping at All Times' (bus stop 4331). ○ Convert 18 metres of 'Bus Stop at All Times' outside 393 to 395 Karori Road to three unrestricted carparks (bus stop 5331). ○ Convert 15 metres of cycleway outside 370 Karori Road to 'No Stopping at All Times' for bus stop entry taper. ○ Convert 20 metres of cycleway outside 364 Karori Road to 'Bus Stop at All Times'. ○ Convert 19 metres of cycleway outside 364 to 360 Karori Road to 'No Stopping at All Times' for bus stop exit taper. ○ Install 27 metres of 'No Stopping at All Times' lines outside 375 to 381 Karori Road for bus stop entry/exit tapers.

Outcomes

- Bus commuters are not better off – safety and comfort impacted
- Cyclists are not better off – more , not fewer hazards
- General road users are not better of – more , not fewer hazards
- More residents are impacted
- Bus stop distancing is not really an issue and / or addressed
- New bus requirements are not an issue
- In short – as is works very well !!
- Considerable money (= ratepayer funds) is likely not well rewarded on a not well thought out , and inadequately consented proposal , that is not supported by the Community in the area .

And – the changes have not been properly consented .

Marsden Village – Carpark Removal Submission

Speaker: Bill McDonald, General Manager, Karori Business Association

Date: 28 August 2025

Context: TR119-25 – Route 2 Bus Improvements

Key Request

We respectfully ask the Committee to **pause the permanent removal of carparks in Marsden Village** until proper local impact assessments and alternative solutions are considered.

Summary of Concerns

- **Loss of 3 P30 carparks** for bus stop extension — permanent impact for a peak-only issue.
- **No economic or social impact assessment** conducted.
- **Over 60 public submissions**, many opposing the proposal.
- Marsden Village is a **community destination**, not just a transit node.

Community & Business Impact

- Residents rely on **short-stay parking** to access businesses — including essential services like pharmacies, dentists, and funeral homes.
- **Cumulative loss** from previous cycle lane changes already affecting viability.
- Local voices feel **ignored** — consultation perceived as predetermined.

Concerns About Articulated Buses

- Designed for **peak demand**, yet cause **permanent disruption**.
- Require **large turning zones**, displacing local assets.
- **No formal business case or cost-benefit analysis** presented.
- **No site-specific assessment** for Marsden Village.

Recommendations

1. **Defer permanent carpark removal** until alternatives are trialled.
2. **Test peak-only solutions** (e.g. clearways, short-routing, standard buses).
3. **Commission a local impact study** with businesses and residents.
4. **Engage directly** with the community before final decisions.

Marsden Village is a vital part of Karori's economy and identity.

Let's ensure transport improvements support — not undermine — our local communities.

Ngā mihi nui

Bill McDonald

General Manager, Karori Business Association

Airwanda Green



Outside 64 QUEENS DRIVE, LYALL BAY, 31.8.22

This is ONE of the crashes that has happened on this section of road – we had to use our own vehicles as a protective barrier around this crash site until police arrived. (Number plates covered for privacy)

Queens Drive, Lyall Bay, between numbers 50-68

TR122-25

- The road is narrow (9-10 metres narrow), curves and dips down (drivers speed on it)
- WCC officers state there have been **NO** crashes on this stretch of road in the last 5 years
- This is incorrect – see photo (PTO) - **taken on 31.8.22 (note the policeman in attendance)**
- **It is NOT the only crash that has occurred** – we justifiably no longer trust the integrity of the WCC data
- WCC staff continue to deny crashes have happened on this section (even with conclusive photographic evidence)
- This particular crash happened 25 metres from the Queens Drive entrance to the school.
- There are **4,500-5000 vehicle per day** through here now. The road was never designed for these volumes.
- It's a rat run for people avoiding traffic lights and congestion in Kilbirnie.
- Traffic volumes will explode further if Peter Jacksons builds a museum (American tourists won't come here on bikes)
- PLEASE consider adding **ONE set of speed cushions to the north of the raised crossing** to slow traffic down through this section - to protect pedestrians and stop the crashes. The raised crossing is being used as launching pad by some vehicles
- The community has been appealing to you for decades to make this stretch safer. Even a petition got us nowhere.
- Maybe residents are being ignored by WCC because we live in the east and not the north of Wellington?? **PTO**