

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

MINUTES

Time: 9:30am
Date: Wednesday, 3 February 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Deputy Mayor Free
Councillor Condie
Councillor Matthews
Councillor O'Neill
Councillor Sparrow (Chair)
Councillor Woolf (via audiovisual link)

IN ATTENDANCE

Councillor Young

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9:30am and invited members to stand and read the following karakia to open the meeting.

**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 Sparrow, seconded Councillor Condie

Resolved

That the Regulatory Processes Committee:

1. Accept the apologies from Mayor Foster and Deputy Mayor Free.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Sparrow, seconded Councillor O'Neill

Resolved

That the Regulatory Processes Committee:

1. Approve the minutes of the Regulatory Processes Committee Meeting held on 9 December 2020, 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 Craig Pomare

Craig Pomare spoke to the meeting regarding item 2.6 Traffic Resolutions (TR15-21 Portmore Street).

Attachments

- 1 Craig Pomare Presentation

1.6.2 John Woolf

John Woolf spoke to the meeting regarding item 2.6 Traffic Resolutions (TR05-21 Holloway Road).

1.6.3 Dean Halifax

Dean Halifax spoke to the meeting regarding item 2.6 Traffic Resolutions (TR11-21 Abel Smith Street).

Attachments

- 1 Dean Halifax Presentation

1.6.4 Mike Mellor - Living Streets Aotearoa

Mike Mellor, on behalf of Living Streets Aotearoa, spoke to the meeting regarding item 2.4 Customhouse Quay, Parking Changes and Proposed Traffic Resolution, item 2.5 Swan Lane, Cuba Street and Garrett Street - various parking changes, and item 2.6 Traffic Resolutions (TR07-21 The Esplanade).

1.6.5 Russel Taylor

Russel Taylor spoke to the meeting regarding item 2.6 Traffic Resolutions (TR05-21 Holloway Road).

1.6.6 Jonathan Coppard - Cycle Wellington

Jonathan Coppard, on behalf of Cycle Wellington, spoke to the meeting regarding item 2.5 Swan Lane, Cuba Street and Garrett Street - various parking changes and item 2.6 Traffic Resolutions (TR09-21 The Terrace).

(Deputy Mayor Free arrived at 9:44 am.)

(Deputy Mayor Free arrived at 9:59 am.)

2. General Business

2.1 Name for Private Right-of-Way in Island Bay

Moved Councillor Sparrow, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receives the information.
2. Agrees to approve the name Ara Paekawakawa for the new private right-of-way shown on F Plan 3119.

Carried

2.2 Minor Amendment of Suburb Boundary: Glenside/Churton Park

Moved Councillor Sparrow, seconded Councillor Condie

Resolved

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the suburb boundary amendment between Glenside and Churton Park shown on F Plan 3116A.

Carried

2.3 Proposed Road Closures

Moved Councillor Sparrow, seconded Councillor Condie

Resolved

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following roads and sections of the roads for the events (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports:
 - a. Cuba Dupa Friday 26th March 2021 11.59 pm to Monday 29th March 2021 3.00 am
 - i. Cuba Street (between Arthur St/Karo Drive and Wakefield Street) Leaving SH1 open at Vivian Street
 - ii. Manners Street (between Taranaki Street and Victoria Street)
 - iii. Marion Street Lower end (between Ghuznee Street and Swan Lane)
 - iv. Dixon Street (between Victoria Street and Taranaki Street)
 - v. Eva Street (off Dixon street)
 - vi. Garrett Street (of Cuba Street)
 - vii. Ghuznee Street (off cuba Street)
 - viii. Egmont Street (between Ghuznee and Dixon Street - Restricted Access

- ix. Leeds Street (off Ghuznee Street)
 - x. Inglewood Place (between Taranaki Street and Dixon Street)
 - xi. Abel Smith Street (between Victoria Street and Taranaki Street)
 - xii. Wigan Street (western section off Abel Smith Street)
 - xiii. Kensington Street
 - xiv. Swan Lane
 - xv. Furness lane
 - xvi. Lukes Lane
 - xvii. Victoria Street Slip Lane
 - xviii. Lane Closure on Vivian Street on Saturday 27 March 7pm to Sunday 29th March 5 am to allow for safe passage of pedestrians to cross Vivian Street at key event times.
- b. Peachey Keen Festival Wednesday 31st March 2021 to Tuesday 6th April 2021 8.00 am to 6.00 pm
- i. Slip Lane (between Cambridge Terrace and Buckle Street)
- c. Pride Parade Saturday Saturday 10th April 2021 7.00 am to 8.00 pm
- i. Tennyson Street (Tory Street to Cambridge Street)
 - ii. Rolling Lane closure Parade starts approximately 5.00 pm (Tory Street to Cambridge Terrace to Courtenay Place, to Taranaki Street onto Taranaki Street Wharf.
- d. Gazley Volkswagen Wellington Marathon Sunday 27 June 2021 6.00 am to 1.00 pm
- i. Seaward Lane closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Custom House Quay, Jervois Quay to start of Cable Street.
 - ii. Two lanes will be closed between 6.00 am to 10.00 am, reducing to one lane until 1.00 pm. This is for the outward section of all races, using two of the three lanes until Jervois Quay where it would gradually funnel down to one lane by Cable Street. (Residents, business owners, Te Papa and market goers will have controlled access).
 - iii. Seaward Lane Closure: Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm.
 - iv. Seaward Lane Closure: Cable Street to Oriental Parade, Lane closure would be in place between 6.00 am to 10.00 am
 - v. Road Closure: Oriental Parade and Evans Bay parade, between Cable Street and Cobham Drive. Full road closure would be in place between 6.00 am to 12 noon. Seaward lane lane for normal westbound traffic would be open by approx. 11.00 am. (Residents and business owners will have controlled access)
 - vi. Road Closure: Shelly Bay Road, between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am.
 - vii. Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts park, Queens Wharf to Blue Bridge Ferry Terminal between 9.00am to 1.00pm (This is for the return journey only)
 - viii. Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure.
3. Note that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.

Carried

2.4 Customhouse Quay, Parking Changes and Proposed Traffic Resolution

Moved Councillor Condie, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. TR139-20 Customhouse Quay - Removal of metered parking spaces

Carried

2.5 Swan Lane, Cuba Street and Garrett Street - various parking changes

Moved Councillor Condie, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to and approve the amendments to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - TR119-20 Swan Lane, Cuba Street and Garrett Street - various parking changes

Carried

The meeting adjourned for morning tea at 10:26 am and resumed at 10:41 am with the following members present: Councillor Condie, Councillor Matthews, Councillor O'Neill, Councillor Sparrow, Councillor Woolf (via audiovisual link).

2.6 Traffic Resolutions

Moved Councillor Condie, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:
 - a. TR01-21 (Part of) Garden Road - No Stopping At All Times
 - b. TR02-21 (Part of) St Michaels Crescent - Alteration of residents parking space; No Stopping At All Times
 - c. TR03-21 (Part of) The Terrace - Relocation of mobility, metered and loading zone parking spaces
 - d. TR04-21 (Part of) Forres Street - Installation of mobility parking space
 - e. TR05-21 (Part of) Holloway Road - No Stopping At All Times

- f. TR06-21 (Part of) Makara Road - No Stopping At All Times
- g. TR07-21 (Part of) The Esplanade - No Stopping At All Times
- h. TR08-21 (Part of) Sar Street - No Stopping At All Times
- i. TR09-21 (Part of) The Terrace - Car share parking
- j. TR11-21 (Part of) Abel Smith Street - Car share parking
- k. TR12-21 (Part of) Wilson Street service lane - Car share parking
- l. TR14-21 (Part of) Johnsonville Road - Bus stop removal
- m. TR15-21 (Part of) Portmore Place - Stop control
- n. TR16-21 (Part of) Bracken Road - No stopping At All Times

3. **Request that staff investigate provision of bike parking on The Terrace as per the public submission.**

Carried

Secretarial Note: Councillor Condie moved the original motion with amendments (supported by officers) as marked in red.

2.7 Development Contribution Remission report for 29 Brandon Street - SR396536

Moved Councillor Sparrow, seconded Councillor Matthews

Resolved

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to remit the development contributions by 20% leaving a balance of \$92,919.20 owing.

Carried

The meeting concluded at 11:11 am 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

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REGULATORY PROCESSES COMMITTEE

MINUTE ITEM ATTACHMENTS

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Business

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1.6.1 Craig Pomare

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1.6.3 Dean Halifax

- | | |
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Presentation to Wellington City Council

Craig Pomare
Portmore Place, Wellington

Why we are proposing the change

- We have received concerns from resident about the safety of turning traffic at this intersection.
- We have investigated and determined that this intersection warrants a stop control to **ensure safety of road users.**

The proposed solution does not recognise the real issues.

Feedback

Issue 1: visibility when turning right

- The main problem is the **lack of sight lines from the right** when turning right from Portmore Place onto Grenada Drive. Have had many near misses when pulling out onto Grenada Drive as **traffic coming from my right tends to speed up the hill** and with the sight line restricted it is an accident waiting to happen
- This **corner has a blind area to the RHS**, it's very difficult seeing oncoming traffic
- **With the bend of the road, there is not a lot of road on the right that is visible**
- Visibility: when turning right from Portmore Place into Grenada Drive, **you must as a driver stop anyway as you have about 35 metres of visibility due to the curvature of the road and outcrop of rock**

Feedback

Issue 1: visibility when turning right

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- This **corner has a blind area to the RHS**, it's very difficult seeing oncoming traffic
- **With the bend of the road, there is not a lot of road on the right that is visible**
- Visibility: when turning right from Portmore Place into Grenada Drive, **you must as a driver stop anyway as you have about 35 metres of visibility due to the curvature of the road and outcrop of rock**

Issue 2: speed of traffic coming up Grenada Drive towards Portmore Place

- They **speed down the long, smooth slope from the roundabout at Mark Avenue, towards Portmore Place**, and then as they ascend to the end of Grenada Drive.
- The **main issue here is the SPEED at which vehicles drive along Grenada Drive past the Portmore Place intersection**. This is regularly observed at 60km/hr, which is the difference between seeing a vehicle coming in time, or not. **Better controlling speed on Grenada Drive** would have a far greater benefit to the safety of this intersection
- The **speed of vehicles on Grenada Drive is quite alarming** at times and I've regularly seen vehicles going through the dip in Grenada Drive going around 80kms. So, **some form of speed control through this area of Grenada Drive** would be beneficial
- **Cars travelling south on Grenada drive approach the intersection too fast**. Since it appears at the top of a blind rise there is a potential for an accident
- **Speed of traffic coming up Grenada Drive towards the intersection with Portmore Place**: a car travelling legally at 50 km/h up Grenada Drive leaves you with about 2.5 seconds to react and turn right into Grenada Drive. Typically, this means you just floor your accelerator to make the turn. I would suggest many cars do not travel at the legal speed up Grenada Drive which leaves you with even less time to react when leaving Portmore Place
- **You may consider putting a speed control on Grenada Drive to slow down the vehicles approaching Portmore Place**

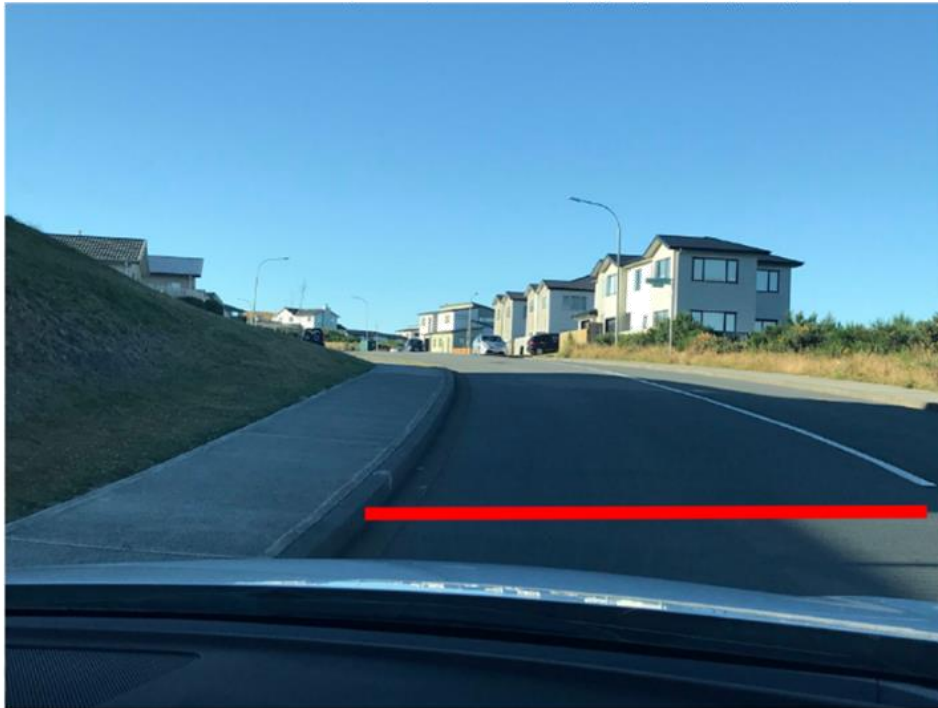






Solution

- Speed management signs as now proposed
- Speed bump on Grenada Drive about 30m from Portmore Place (so slowing traffic can be seen from the corner)



TR11-21

Abel Smith St – car share parking

From: Andrew Dean Halifax <[REDACTED]>
Sent: Friday, 29 January 2021 9:56 am
To: Tom Pettit <Tom.Pettit@wcc.govt.nz>
Subject: Re: TR11-21 Abel Smith Street - Car share parking

Hi Tom

Thanks for your offer to assist.

Two matters:

1. I have asked you for info re traffic volume measurements on Abel Smith St. You have told me that you have referred the matter but I have heard nothing. Is there a process by which I can require the relevant officer to reply to my enquiry? Is FOI my best option?
2. Your response to my submission about the proposed share-parking on Abel Smith St indicated that the company intending to use the parks is satisfied that the gum tree litter will pose no problem. Please provide me with the evidence that you used to reach that conclusion.

Best regards
Dean

On 28/01/2021, at 12:52 PM, Tom Pettit <Tom.Pettit@wcc.govt.nz> wrote:

Hi Dean,

How can I help?

Cheers,
Tom



Tom Pettit

29 January 2021 at 10:03 AM

RE: TR11-21 Abel Smith Street - Car share parking
To: Andrew Dean Halifax

Hi Dean,

1. I have forwarded your request again and hopefully we'll get an answer this time.
2. It is not an evidence issue so much as an issue of that is a carpark and is therefore suitable for conversion.

Cheers,
Tom

Tom Pettit
Kaitohutohu Matua – Te Atakura | Principal Advisor – Zero Carbon
Wellington City Council

[See More from Andrew Dean Halifax](#)



Andrew Dean Halifax

Re: TR11-21 Abel Smith Street - Car share parking

To: Tom Pettit

29 January 2021 at 3:26 PM

Hey Tom

Thanks for forwarding the request. I have a response! Cheers.

Re the evidence, I beg to differ.

Your 'Officer's response states:

These spaces have been selected in conjunction with the providers of the car share service and the trees are considered unlikely to significantly affect the provision of the service to an unacceptable quality.

The evidence I seeks the report which shows the providers stating that the tree is 'unlikely to significantly affect the provision of the service to an unacceptable quality'

The reason that I am pushing this matter is that I have experienced significant detrimental effects to my vehicle by parking under the tree as a Resident and I'd like to avoid others suffering the same fate, especially as the solution is so simple: trim or remove the tree or select other parking spots.

Please forward me the evidence submitted by the providers.

Regards
Dean

[See More from Tom Pettit](#)