
ORDINARY MEETING

OF

PŪRORO HĀTEPE | REGULATORY PROCESSES COMMITTEE

MINUTES

Time: 9:30am
Date: Wednesday, 7 September 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

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

ATTENDANCE

Councillor Young (via audiovisual link)
Councillor Rush

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9:31am 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

No apologies were received.

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Woolf, seconded Councillor O'Neill

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Pūroro Hātepe | Regulatory Processes Committee Meeting held on 10 August 2022, 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.

Secretarial note: Item 2.4 Development Contributions Remission Request for 4 Oxford Terrace has been withdrawn from the meeting's agenda by the Chief Executive, and will instead be considered at Te Kaunihera o Pōneke | Council on 29 September 2022.

1.6 Public Participation

1.6.1 Martin Hanley and Anna Kemble Welch (Newtown Festival Trust)

Martin Hanley and Anna Kemble Welch, on behalf of Newtown Festival Trust, addressed the meeting regarding item 2.1 Proposed Road Closures.

1.6.2 Ellen Blake

Ellen Blake addressed the meeting regarding item 2.2 Traffic Resolutions.

1.6.3 Darren Bottin (Johnsonville Community Association)

Darren Bottin, on behalf of Johnsonville Community Association, addressed the meeting regarding item 2.2 Traffic Resolutions.

1.6.4 Richard and Christine Murcott

Richard and Christine Murcott addressed the meeting regarding item 2.2 Traffic Resolutions. **1.6.5 Cleve Cameron (Big Street Bikers)**

Cleve Cameron, on behalf of Big Street Bikers, addressed the meeting regarding item 2.3 Traffic Resolutions – Bike Corrals.

Attachments

- 1 Darren Bottin
- 2 Richard and Christine Murcott

2. General Business

2.1 Proposed Road Closures

Moved Councillor Woolf, seconded Deputy Mayor Free

Resolved

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to close roads for the following events (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports.
 - Wilson Street Pop -Up
 - Filming CBD
 - Newtown Avenue Block Fest
 - Khandallah Fair
 - Domestic Cricket
 - Miramar Peninsula Cycle 2023
 - Pride Parade
- 3) Recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's traffic engineers that the amendment is not likely to cause unreasonable impact on traffic.

Carried

Secretarial note: In accordance with Standing Order 19.1, the agenda was re-ordered by the chairperson to be considered in the following order:

- 2.5 Actions Tracking
- 2.2 Traffic Resolutions
- 2.3 Traffic Resolutions – Bike Corrals

2.5 Actions Tracking

Moved Councillor Woolf, seconded Deputy Mayor Free

Resolved

That the Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information.

Carried

The meeting adjourned at 10:13am and resumed at 10:30am with the following members present: Councillor Woolf, Councillor O'Neill, Councillor Matthews, Councillor Condie, Deputy Mayor Free, Councillor Pannett, and Liz Kelly.

The meeting adjourned at 10:46am and returned at 10:50am with the following members present: Councillor Woolf, Councillor O'Neill, Councillor Matthews, Councillor Condie, Deputy Mayor Free, Councillor Pannett, and Liz Kelly.

(Liz Kelly left the meeting at 10:57am.)

2.2 Traffic Resolutions

Moved Councillor Woolf, seconded Councillor Matthews

Resolved

That Pūroro 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) ~~TR96-22 Harrison Street, Brooklyn – No Stopping at All Times~~
 - b) TR102-22 ASB Arena – P120 EV Vehicles Only
 - c) TR103-22 Nairnville Rec Centre - P120 EV Vehicles Only
 - d) TR104-22 Karori Rec Centre - P120 EV Vehicles Only
 - e) TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only
 - f) TR106-22 Otari-Wiltons Bush Car Park - P120 EV Vehicles Only
 - g) TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes
 - h) TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)
 - i) TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted
 - j) TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change
 - k) TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)
 - l) TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)
 - m) TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146)
 - n) TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)
 - o) TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410)
 - p) TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop
 - q) TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)
 - r) TR149-22 Humber Street, Island Bay - New layout for Bus Stop (#6136)
 - s) TR150-22 Melksham Drive, Churton Park - New Bus Stop
 - t) TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes
 - u) TR152-22 Chamberlain Road, Karori - No Stopping At All Times
 - v) TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times
 - w) TR165-22 Apuka Street, Brooklyn – No Stopping At All Times
 - x) TR167-22 Salford Street – No Stopping At All Times
 - y) TR168-22 Chesterton Street, Johnsonville – No Stopping At All Times
 - z) TR169-22 Dixon Street (between Taranaki and Cuba Streets), Te Aro – Time Limited, No Stopping At All Times, Metered Parking, Loading Zone,

Emergency Parking, Motorbike Parking and Mobility Parking.
aa) TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking

Carried

Attachments

3 Tabled emails re: TR96-22- Harrison Street, Brooklyn – No Stopping at All Times

2.3 Traffic Resolutions - Bike Corrals

Moved Councillor Matthews, seconded Deputy Mayor Free

Resolved

That Pūroro 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. TR 153-22 Pipitea Street, Thorndon – Bike Parking Corral.
 - b. TR 155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.
 - c. TR 156-22 Johnston Street, Wellington Central – Bike Parking Corral.
 - d. TR 157-22 Victoria Street, Wellington Central – Bike Parking Corral.
 - e. TR 158-22 Boulcott Street, Wellington Central – Bike Parking Corral.
 - f. TR 159-22 Corner of Ghuznee St and Victoria St, Te Aro – Bike Parking Corral.
 - g. TR 160-22 College Street, Te Aro – Bike Parking Corral.
 - h. TR 161-22 Tory Street, Te Aro – Bike Parking Corral.
 - i. TR 162-22 Wellington Railway Station, Pipitea – E-scooter Parking Corral.
 - j. TR 163-22 Stout Street, Wellington Central – Bike Parking Corral.
 - k. TR 171-22 Abel Smith Street, Wellington Central – Bike Parking Corral.
- 3) **Agree that officers work with the commercial scooter providers Flamingo and Beam to ensure the area immediately around Wellington Railway Station, Pipitea, has speed reduced to 15km/h in line with other pedestrian priority areas.**

Carried

Secretarial note: The motion was moved with additions to the officers' recommendations, supported by officers, as marked in red.

The meeting concluded at 11:37am 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!	

In accordance with Standing Order 30.6, we hereby confirm the correctness of these minutes of the last meeting of the Pūroro Hātepe | Regulatory Processes Committee held on 7 September 2022 prior to the next election of Wellington City Council:

Authenticated: _____
Chair

Authenticated: _____
Chief Executive

ORDINARY MEETING

OF

PŪRORO HĀTEPE | REGULATORY PROCESSES COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Wednesday, 7 September 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

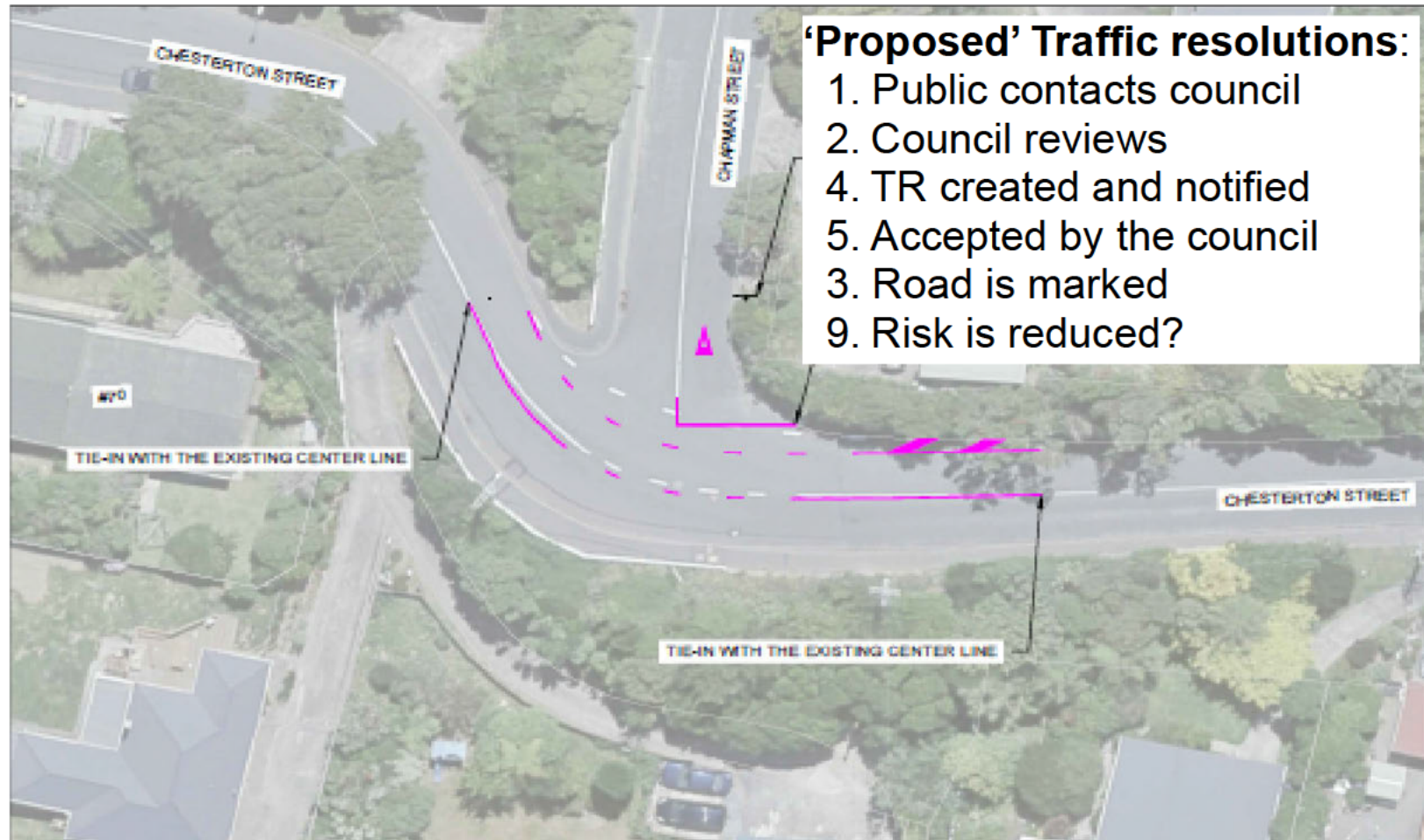
Business	Page No.
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1.6 Public Participation

- | | |
|----------------------------------|---|
| 1. Darren Bottin | 2 |
| 2. Richard and Christine Murcott | 7 |

2.1 Proposed Road Closures

- | | |
|--|----|
| 3. Tabled emails re: TR96-22- Harrison Street, Brooklyn – No Stopping at All Times | 14 |
|--|----|



TR168-22 - Chesterton Street, Johnsonville

OK, the ‘propped’ marking of the road, done well ahead of the meeting, might just be one off:

It’s not an isolated pre-emptive paint, as between 33 and 45, it has already been freshly painted

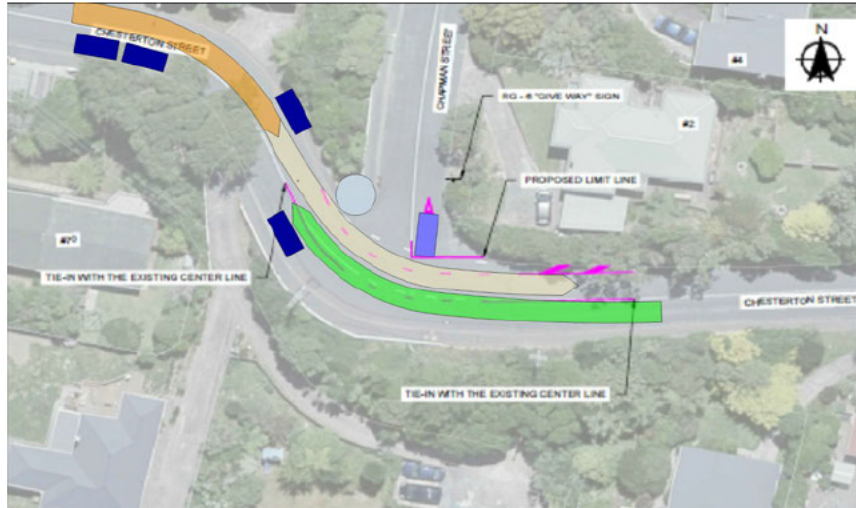


It wasn’t done that long ago

Chapman intersection has been repainted so long ago, the black paint is already wearing off



7.1m? parking on both sides is OK?



The revised markings have increased the risk when combined with blind corners and slalom of parked cars. Without added 'no stopping' controls, it remains too narrow.

Visibility:

Need better visibility?

Wider roads?

Wider footpaths?

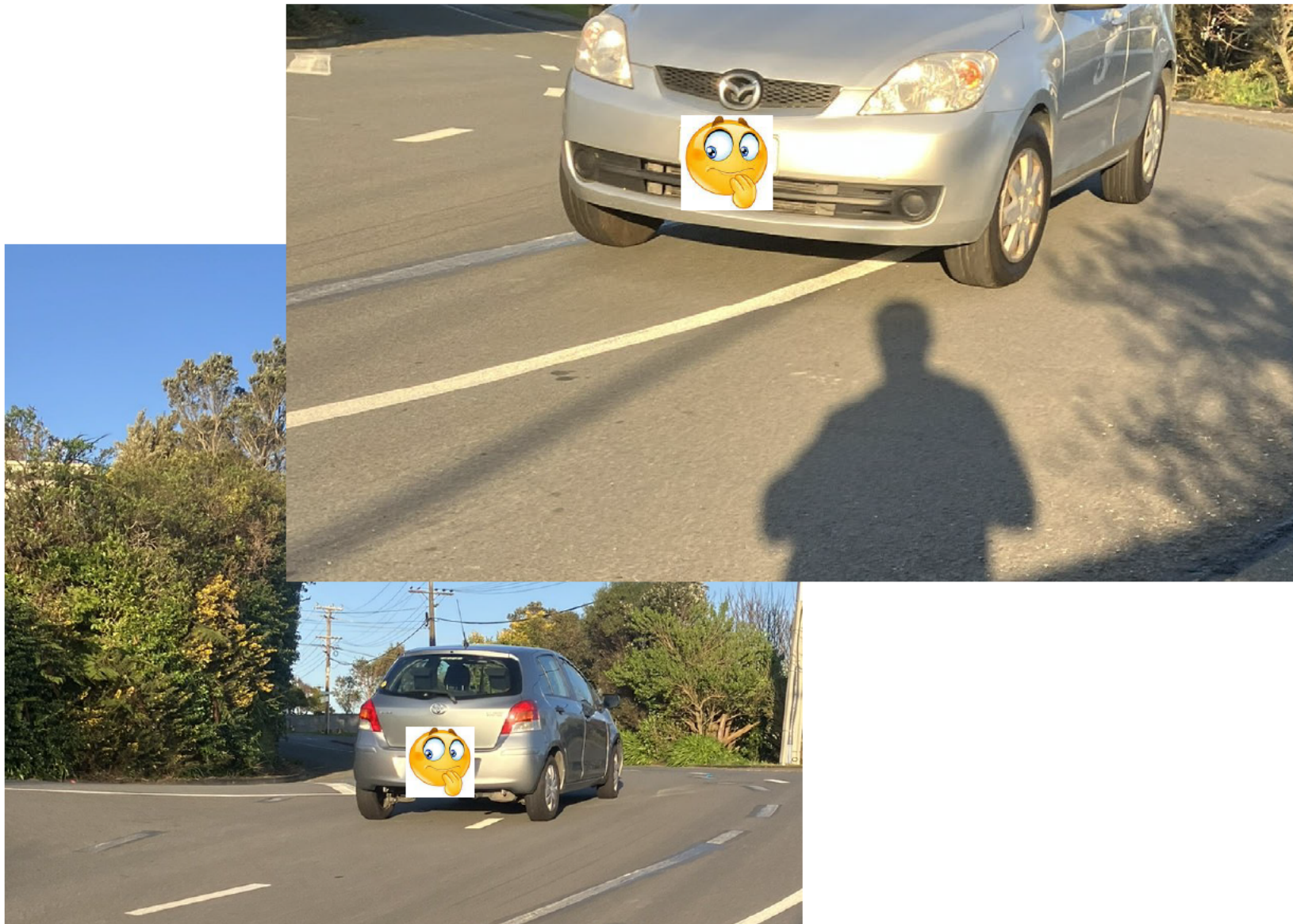
Trim back overhangs on both footpaths and roadsides



After the repaint, is traffic keeping on the correct side markings?



Nope, 90%+ driving as if the lines weren't moved



WCC TR137-22

Hobson St School Bus Stops

CM & RR Murcott
7 September 2022



SCHOOL BUS

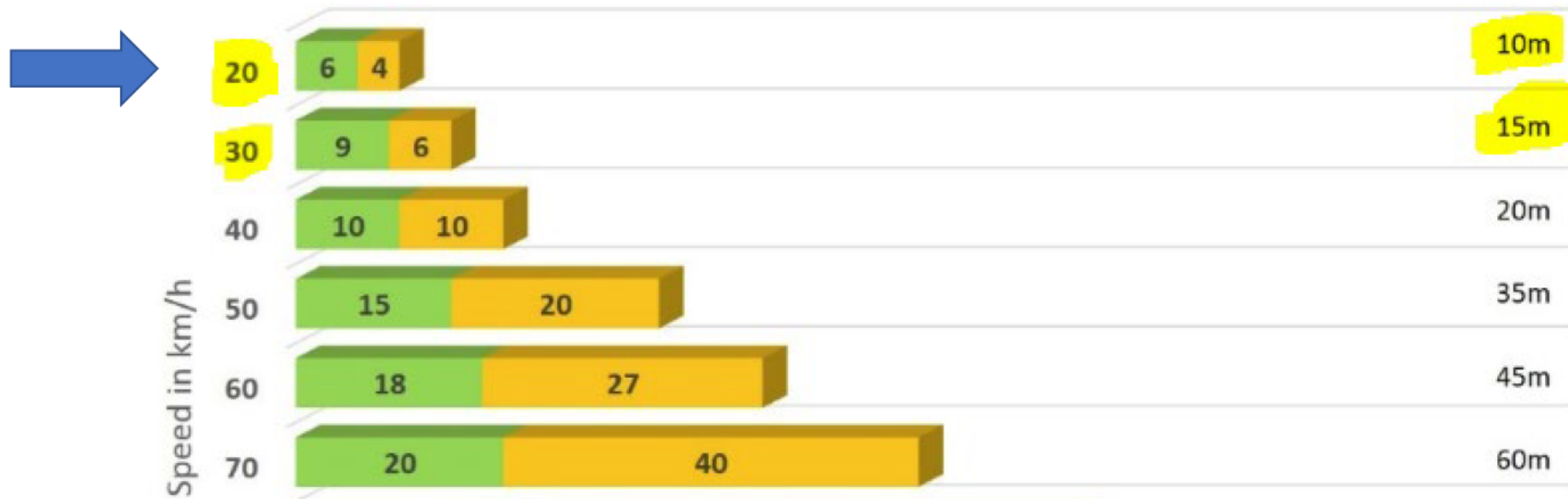


Legal speed limit for passing a stationary school bus is **20** kph
in either direction, anywhere

[Ref.](#)

Rapid Stopping Distances (Approximate)

■ Reaction Distance + ■ Braking Distance = Stopping Distance



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

work with ...
encourage ...
monitor ...
remind ...

As a regulatory response
this doesn't feel
enduring or robust

Not even a slap
on the wrist with
a wet bus ticket!

Officer's Response:

137

Thanks for your response on TR~~117~~-22 Hobson Street, Thorndon - Proposed Parking Time Restrictions Changes.

We cannot support moving the bus stop closer to the zebra crossing as it is a legal requirement to provide an unobstructed visibility from the pedestrian crossing to the diamond markings on the road which is at least 50 metres away to allow adequate stopping distance for a vehicle when pedestrians are using the zebra crossing. If this visibility splay is obstructed by a bus, it presents an unsafe situation for pedestrians using this zebra crossing.

Officers have contacted GWRC and their school service delivery advisor, who will work with bus operators to ensure the buses move to the front of the bus stop.

The school service delivery advisor has also agreed to monitor the bus operations at this bus stop to reinforce this requirement.

The Principal of Queen Margaret College has been contacted to encourage bus operators to move to the front of the bus stop to pick up the school children.

?

The request to remind drivers to drive at 20kph past a stationary school bus has been forwarded to GWRC to incorporate into their contracted school bus services with the bus operators.

!

School gate chaos in Wellington forces council to develop plan to get kids out of cars

Jessica Long · 19:26, Jun 19 2018



KEVIN STENT/STUFF



School Streets

Abilities to restrict traffic outside schools at student drop-off and pick-up times

Reshaping Streets Public webinar



25 August 2022

School streets – what we are proposing

- Councils could create school streets, but we expect them to do so by working alongside local schools. They are most likely to occur in places where schools request them.
- People could still reach or leave a property on the school street by car if need be (e.g. residents, tradies)
 - Only if they cannot access the property another way
 - They would need to give way to people walking, cycling, and scooting
 - Outside of drop off and pick up times, the road goes back to its normal state and can be used as a thoroughfare.
- Emergency vehicles (e.g. ambulances) could still use the street
- There is nothing in these proposals that would prevent parents from driving their kids to/from school. They might just need to drop them a bit further down the street, where there will be chaperones.



Soon Teck Kong

From: Danielle Sanders <[REDACTED]>
Sent: Tuesday, 6 September 2022 12:49 pm
To: Lindsey Hill; Nicci Tong; Greater Brooklyn Residents Association 2; Katie Underwood; [REDACTED]; Stephen Harte; Simon Espie; Sue Allen
Subject: Reference - TR96-22-Harrison street, Brooklyn-No Stopping at All Times

Kia ora Lindsey,

Thanks for your attention to this matter of the turning circle in Harrison st.

A group of residents met on Saturday to discuss the options and agreed that if the turning circle does, in fact, allow most vehicles to turn in one manoeuvre, then this would greatly improve the safety and traffic flow at peak times in Harrison st and warrants the loss of car parks.

We all think that to enhance the safety of all stakeholders, moving the green box to widen the circle to allow the service vehicles to turn safely would be of benefit. But you think this is expensive and unlikely.

As your previous email states, "We are confident that the turning head would cater for about 90% of vehicles likely to turn in the area." We agree to proceed with making the street safer by creating a turning circle.

Nga mihi,
Danielle Sanders

Hi Nicci,

The proposed plan with measurements for the turning head is in an earlier email below.

We have requested information from the utility box owner, Vodaphone, about the possibility of relocating or altering this and the likely cost involved. We are currently awaiting their response, however there is a high likelihood that this will be an expensive exercise and possibly unaffordable for the project as explained at the on-site meeting. The suggestion to obtain more land to provide a larger turning area would also be difficult and expensive and therefore has not been explored.

The sentiment from those present at the on-site meeting was that if the turning area could not provide adequate turning for vehicles then they were not prepared to lose car parking. We are confident that the turning head would cater for about 90% of vehicles likely to turn in the area. The turning envelope for typical SUV was used to make that assessment. 10% being larger vehicles, such as utes and service vehicles which would need to carry out a 3 point turn.

We have two options

Withdraw the TR and abandon the construction of a turning area

Proceed with the TR as it stands on the basis that it provides a turning facility for a majority of vehicles and improves the overall safety of the area

It is recommended that we proceed with the TR as consulted on to the 15 September Committee meeting as we see this as the best option to address the safety concerns that the community has with movement in the area within the constraints of the budget while providing the best value for money to address the identified problem.

Many thanks

Lindsey