

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Minutes

1:30pm Thursday, 20 April 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington



PRESENT

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Free (Chair)
Pouiwi Hohaia
Pouiwi Kelly
Councillor McNulty (Deputy Chair)
Councillor Paul

IN ATTENDANCE

Councillor Chung
Deputy Mayor Foon
Councillor Pannett
Councillor Randle
Councillor Wi Neera

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 1:31pm 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 Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Accept the apologies received for:
Friday 21 April
Councillor Calvert for lateness (due to Council business), Pouiwi Kelly for absence and Councillor Paul for partial absence
Monday 24 April 2023
Mayor Whanau and Pouiwi Hohaia for absence and Pouiwi Kelly for partial absence

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Free, seconded Councillor Abdurahman

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 6 April 2023, 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

There was no public participation.

2. General Business

Meeting Duration and Adjournment

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Extend the meeting beyond six hours, in accordance with standing order 11.7.
2. Adjourn the meeting until 9:30am, Friday 21 April 2023.

Carried

Secretarial note: The following members of the public addressed the committee regarding their written submissions:

Providing feedback as:	Name	Organisation:	Speaking on
An individual	Khoi Phan		Kilbirnie Connections and Thorndon Connections
on behalf of an organisation	Dr David Tripp	Doctors for Active Safe Transport	Kilbirnie Connections and Thorndon Connections
An individual	Dr Marion Leighton		Kilbirnie Connections and Thorndon Connections
An individual	Lucy Stewart		Kilbirnie Connections
An individual	Dinesh Bhindi		Thorndon Connections
An individual	Rosie		Kilbirnie Connections

Secretarial note: The meeting adjourned at 1.55pm and resumed at 2.25pm with all members present.

Secretarial note: The meeting adjourned at 2.39pm and resumed at 3.00pm with the following all members present.

Secretarial note: The meeting adjourned at 3.53pm and resumed at 4.15pm with the following members present:

An individual	Martin Toland		Thorndon Connections
An individual	Amjid Qureshi		Thorndon Connections
An individual	Mike Munro		Kilbirnie Connections
on behalf of an organisation	Vicky Tate	Focus Osteopathy	Thorndon Connections

on behalf of an organisation	Stephen Quinn	Foodstuffs	Kilbirnie Connections and Thorndon Connections
An individual	Mary-Anne		Kilbirnie Connections
An individual	Pat		Kilbirnie Connections
An individual	Dame Fran Wilde		Kilbirnie Connections and Thorndon Connections
An individual	Jimmy Tait-Jamieson		Kilbirnie Connections and Thorndon Connections
An individual	Colleen Spencer		Kilbirnie Connections
on behalf of an organisation	Patrick Morgan	Cycling Action Network	Kilbirnie Connections and Thorndon Connections
An individual	Maj-Britt Engelhardt		Kilbirnie Connections and Thorndon Connections
An individual	James Barber		Kilbirnie Connections and Thorndon Connections
An individual	Thomas Bryan		Kilbirnie Connections and Thorndon Connections

Secretarial note: The meeting adjourned at 5.03pm on Thursday 20 April 2023, and resumed at 9.30am on Friday 21 April 2023, with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Paul, Pouiwi Hohaia.

The following members of the public addressed the committee regarding their written submissions:

An organisation	Silone and Andrew	The Salvation Army, Kilbirnie Corps (church) & Family Store	Kilbirnie Connections
An individual	Peter Katz		Kilbirnie Connections
An individual	Judy Love		Kilbirnie Connections
An individual	Angela		Kilbirnie Connections
An individual	Bruce Welsh		Kilbirnie Connections
An individual	Daniel Lawrey		Kilbirnie Connections

Secretarial note: The meeting adjourned for morning tea at 10.17am and returned at 11 with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Paul, Pouiwi Hohaia.

Councillor Calvert joined the meeting at 11:12am.

An individual	Mike Green		Kilbirnie Connections
An individual	Kirsty McCarthy		Kilbirnie Connections
An individual	Kirsten Windelov		Kilbirnie Connections
An individual	Mike		Kilbirnie Connections
An individual	Ali Whitton		Kilbirnie Connections
An individual	Tony		Kilbirnie Connections
An individual	Anand Ranchord		Kilbirnie Connections
An individual	Sarah		Kilbirnie Connections

Councillor Paul left the meeting 11:50.
Councillor Paul joined the meeting 11:52.

Secretarial note: The meeting adjourned at 11:56am and returned at 11:57pm with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Paul, Pouiwi Hohaia, Councillor Calvert.

An individual	Anna		Kilbirnie Connections
An organisation	Rebecca Blaikie	Safe Routes to Lyall Bay School	Kilbirnie Connections
An individual	Abi		Thorndon Connections
An individual	Matthew		Thorndon Connections
An individual	Vivienne		Thorndon Connections
An individual	Diane Owenga		Kilbirnie Connections

Secretarial note: The meeting adjourned for lunch at 12:36pm and returned at 1:35pm with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Paul, Pouiwi Hohaia, Councillor Calvert.

The Chairperson vacated the Chair at 1:35pm and the Deputy Chair, Councillor McNulty took over.

An individual	Steve Cosgrove		Thorndon and Kilbirnie Connections
An individual	Stephen Maslin		Thorndon and Kilbirnie Connections

Secretarial note: The meeting adjourned at 1:45pm and returned at 2:00pm with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Paul, Pouiwi Hohaia, Councillor Calvert.

An individual	Evan		Thorndon and Kilbirnie Connections
on behalf of an organisation	Alex Dyer	Cycle Wellington	Thorndon and Kilbirnie Connections

(Councillor Free left the meeting at 2.13pm)
(Councillor Free rejoined the meeting at 2.17pm)

An individual	Linda Beatson		Thorndon and Kilbirnie Connections
An individual	Damian		Thorndon and Kilbirnie Connections
An individual	Helen Salisbury		Kilbirnie Connections
An individual	Juline		Thorndon Connections
An individual	Marnie McLeod		Thorndon and Kilbirnie Connections

Secretarial note: The meeting adjourned at 2:45pm and returned at 2:55pm with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Pouiwi Hohaia, Councillor Calvert.

An individual	Matthew Watson		Thorndon Connections
An individual	Callum McMenamin		Thorndon Connections
An individual	Simon Orme		Thorndon Connections
An individual	Tim Shirtcliffe		Thorndon Connections
An individual	Claire Shirtcliffe		Thorndon Connections
An individual	Joanne Black		Thorndon Connections
An individual	Robert		Thorndon Connections
An individual	Tim Bradley		Thorndon and Kilbirnie Connections

Secretarial note: The meeting adjourned at 3:42pm and returned at 3:50pm with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Pouiwi Hohaia, Councillor Calvert.

(Councillor Paul re-joined the meeting at 3:57pm)

An individual	Elijah Lemon		Kilbirnie Connections
An individual	Michelle Wilhelm		Both
An individual	James B		Kilbirnie Connections
An individual	Anna		Both
on behalf of an organisation	Maddie	WGC Enviro Club	Thorndon Connections

Meeting Adjournment

Moved Councillor McNulty, seconded Councillor Free

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Adjourn the meeting until 9:30am, Monday 24 April 2023.

Carried

Secretarial note: The meeting adjourned at 4:22pm and returned at 9:30am on Monday 24 April with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Calvert.

(Councillor Paul joined the meeting 9:32am)

An individual	Stephanie Jones		Kilbirnie Connections
An individual	Neil Adams		Thorndon Connections
An individual	Graham Taylor		Kilbirnie Connections
An individual	Jonathan M		Kilbirnie and Thorndon Connections
An individual	John Marshall		Kilbirnie Connections
on behalf of an organisation	Urmilla	The Independent Business Group Wellington	Kilbirnie and Thorndon Connections
An individual	Robin		Kilbirnie Connections
An individual	Catherine Boyce		Thorndon Connections

Secretarial note: The meeting adjourned at 10:18am for morning tea and returned at 11am with the following members present : Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Calvert and Councillor Paul.

An individual	Dolores Janiewski		Thorndon Connections
An individual	Grant Johnston		Thorndon Connections
An individual	Chris O'Brien		Thorndon Connections

on behalf of an organisation	John Milne	Friends of Old Saint Pauls	Thorndon Connections
An individual	John Milne		Thorndon Connections
An individual	Pete Riddell and Tina Shen		Thorndon Connections
An individual	Lauren Castle		Kilbirnie Connections
An individual	Digby Paape		Thorndon Connections
An individual	Floyd Farrand		Kilbirnie Connections
An individual	Melda Townsley		Thorndon Connections
An individual	Chris Dudfield		Kilbirnie and Thorndon Connections
on behalf of an organisation	Miriam Moore & Gabriele Jimenez	Women in Urbanism Aotearoa	Kilbirnie and Thorndon Connections
An individual	Stephanie Cairns		Kilbirnie and Thorndon Connections

Secretarial note: The meeting adjourned at 12:30 for lunch and returned at 1.29pm with the following members present: Councillor Free, Councillor McNulty, Councillor Abdurahman, Councillor Calvert and Councillor Paul.

An individual	Andrew Bartlett		Kilbirnie and Thorndon Connections
An individual	Robyn Tiller		Thorndon Connections
An individual	Kay Weir		Thorndon Connections
An individual	Simon Marsh		Thorndon Connections
An individual	Ong Su-Wuen		Thorndon Connections
An individual	Catharine Underwood		Thorndon Connections
An individual	Sally Barrett		Thorndon Connections
An individual	Mary-Jane Monaghan		Thorndon Connections
An individual	Angela Field		Thorndon Connections
An individual	Hileke		Kilbirnie Connections
An individual	Maia		Kilbirnie Connections
An individual	Christine Massey		Thorndon Connections

An individual	John Grace		Thorndon Connections
An individual	John Bickerton		Thorndon Connections
An individual	Nigel Gould		Thorndon Connections
An individual	Alistair Boyce		Thorndon Connections
An individual	Tom Stacey		Thorndon Connections
An individual	Sabine Galvin		Thorndon Connections

(Pouiwi Liz Kelly joined the meeting at 2.30pm)

(Councillor Paul left the meeting at 2.31pm and returned at 2.33pm)

(Councillor Paul left the meeting at 3.00pm and returned at 3.03pm)

Secretarial note: The meeting adjourned for afternoon tea at 3.09pm and reconvened at 3.50pm with the following members present: Councillor McNulty, Councillor Free, Councillor Calvert, Councillor Paul and Councillor Abdurahman.

An individual	Fiona Cziraki		Thorndon Connections
An individual	Yasmin Biva		Thorndon Connections
An individual	Jo Stephenson		Thorndon Connections
An individual	John Boyd		Thorndon Connections
An Individual	Jennifer Patterson		Thorndon Connections
on behalf of an organisation	Alex Gray	NZAA Wellington District Council	Thorndon Connections
on behalf of an organisation	Richard Murcott	Thorndon Residents Association	Thorndon Connections
on behalf of an organisation	Steve Walters	KRL Business Association Incorporated	Kilbirnie Connections

2.1 Thorndon and Kilbirnie Connections Hearings

Moved Councillor McNulty, seconded Councillor Paul

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 Dr David Tripp and Dr Marion Leighton - Thorndon Kilbirnie Connections - Presentation
- 2 Mary-Anne & Pat - Kilbirnie Connections- Presentation
- 3 Amjid Qureshi - Thorndon Connections - Presentation
- 4 Tony Gualt - Kilbirnie Connection - Presentation
- 5 Mike Marsden - Kilbirnie Connection- Presentation
- 6 Peter Katz - Kilbirnie Connection- Presentation
- 7 Anand Ranchord - Kilbirnie Connections - Presentations
- 8 Simon Orme - Thorndon Connection - Presentation
- 9 Elijah Lemon - Kilbirnie Connection - presentation
- 10 Michelle Wilhelm - Kilbirnie Connection - presentation
- 11 Stephanie Carins - Kilbirnie Thorndon Connections - Attachment
- 12 John Milne - Thorndon Connections - Attachment
- 13 Floyd Farrand - Kilbirnie Connection- Presentation
- 14 Miriam Moore & Gabriele Jimenez - Women in Urbanism Aotearoa - Kilbirnie Thorndon Connection - Presentation
- 15 Alex Gray - NZAA Wellington District Council - Thorndon Connections - Presentation
- 16 Richard Murcott - Thorndon Residents Association - Thorndon Connection - Presentation
- 17 Steve Walter - KRL Business Association Incorporated - Kilbirnie Connections - Presentation

The meeting concluded at 5.08pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui
Kia wātea, kia māmā, te ngākau, te tinana, te wairua
I te ara takatū
Koia rā e Rongo, whakairia ake ki runga
Kia wātea, kia wātea
Āe rā, kua wātea!

Draw on, draw on
Draw on the supreme sacredness
To clear, to free the heart, the body
and the spirit of mankind
Oh Rongo, above (symbol of peace)
Let this all be done in unity

Authenticated: _____
Chair

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

Minute item attachments

1:30pm Thursday, 20 April 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

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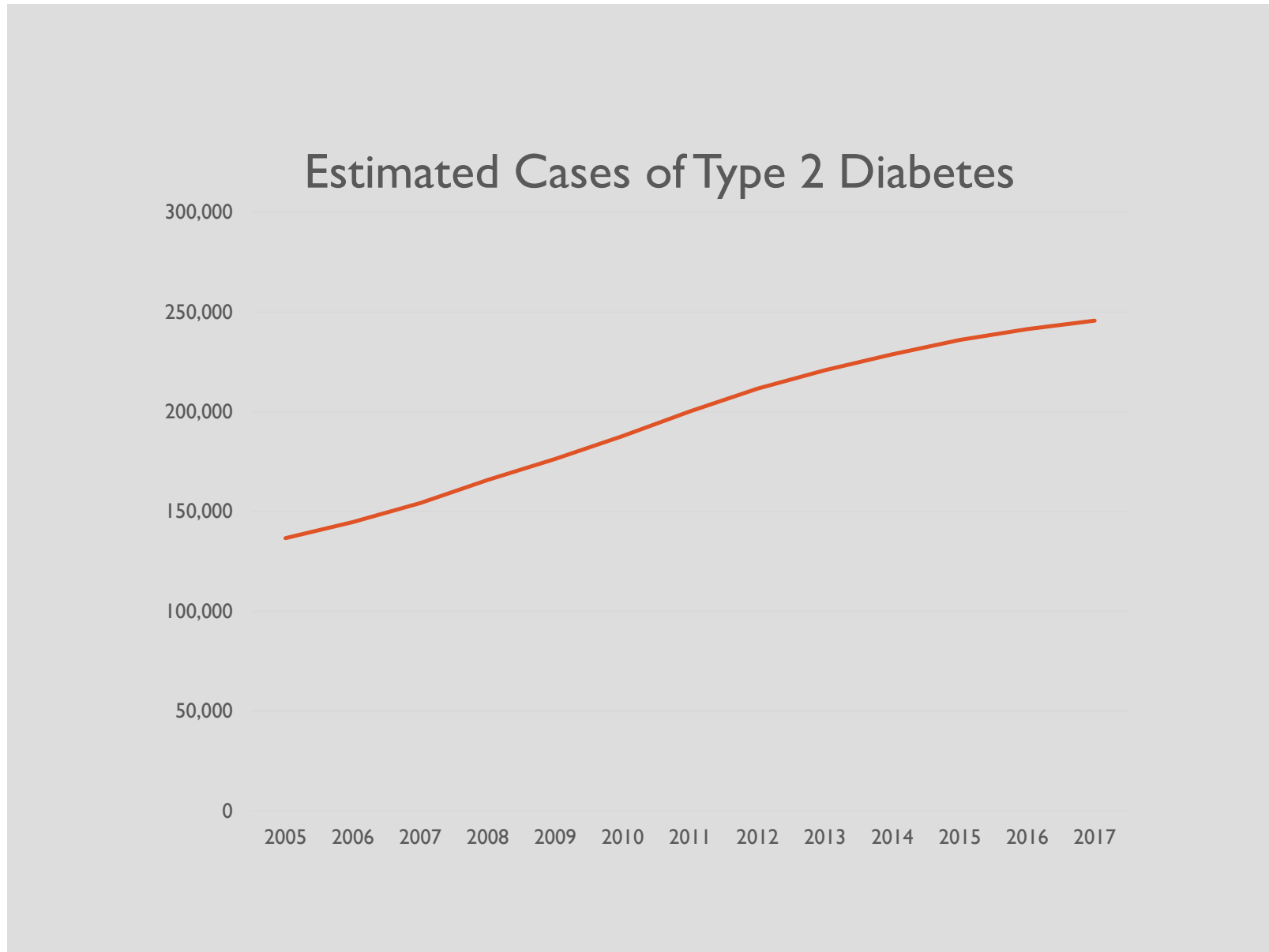
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| 15. | Alex Gray - NZAA Wellington District Council - Thorndon Connections
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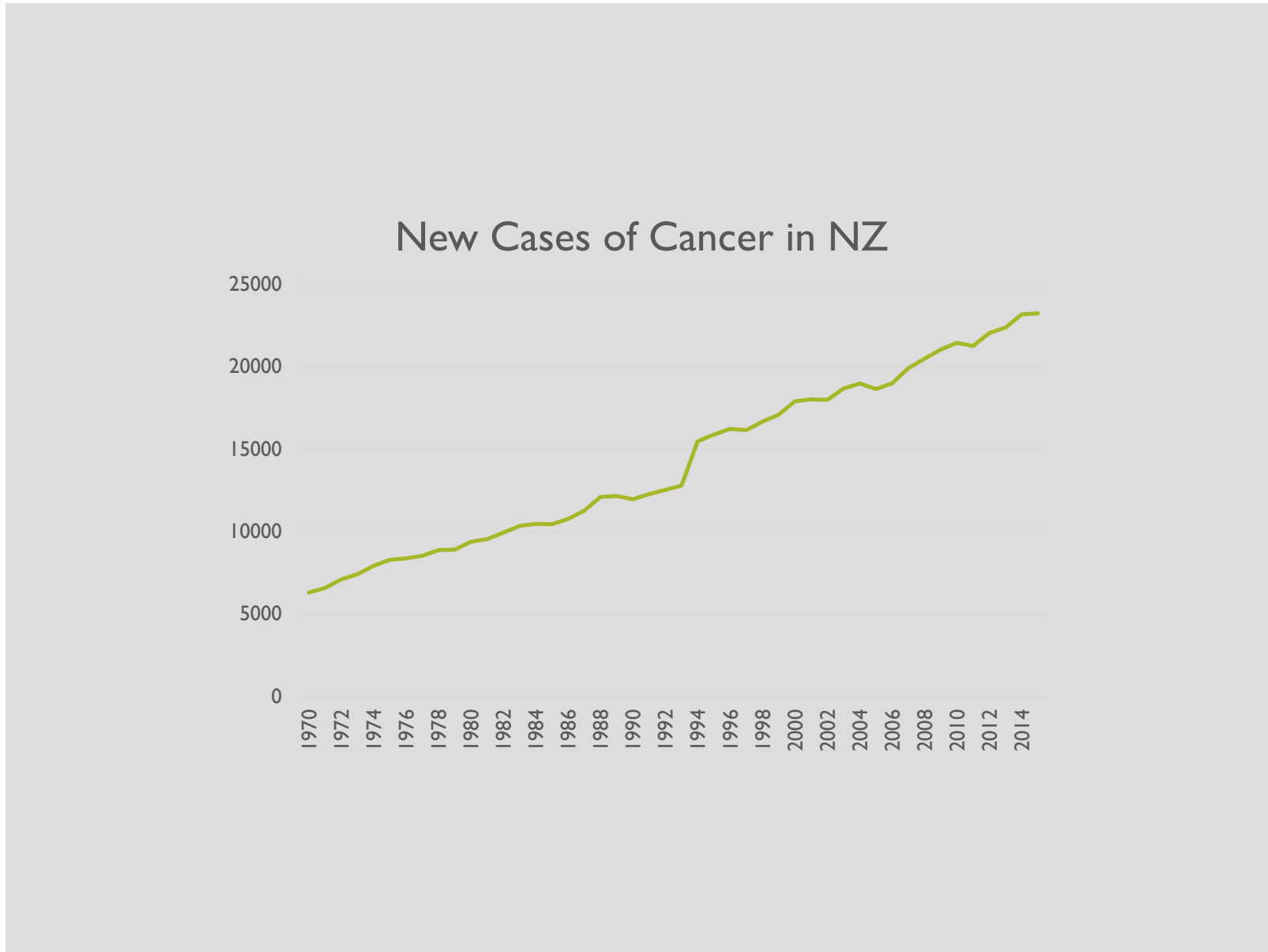


Thorndon and Kilbirnie Bike Improvements

DOCTORS FOR ACTIVE,
SAFE TRANSPORT

DR MARION LEIGHTON
DR DAVID TRIPP





Cycling reduces the risk of:

- all-cause mortality by 41%
- any cancer by 45%
- cardiovascular disease by 46%

*A prospective 5 year study of 250,000
UK citizens, median age 52,
British Medical Journal 2017*



Our Illness System....



Our Health System....

You have the health budget and you call it transport



- 5,000 people work at this site – not including patients and visitors
- 43% live within 5 km of the hospital
- 63% of staff drive to work
- Cycleways must be joined up before new people will really start to use them



New Zealand's largest cities **MUST**
provide better travel options in order
to reduce car kilometres by 20%

Ministry of Environment, Oct 2021



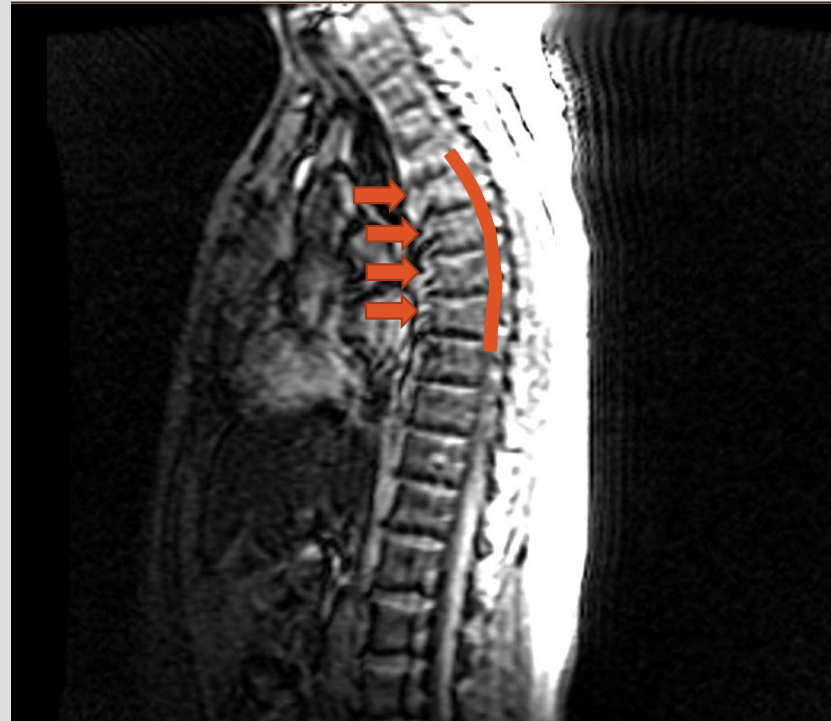
“There is undoubted benefit in moving travellers away from motorcar use and towards walking, cycling (or other small devices) and public transport...

In our view, there simply can be no doubt that
... taking all reasonable steps to increase mode share is an important factor ...

Decision No [2022] NZEnvC 161



dramatically
v
We must change the
way we do transport
urgently ^



SO....

- Do it
- Do it well
- Do it quickly
- Do more
- We can't afford not to

Kilbirnie
Connections

Oral submission
Mary-Anne & Pat

20 April 2023

He tangata He tangata He tangata

It is the people, the people, the people

WCC – Value #1

“Real World Parking Observations”

**“Disclaimer” on pg 57 of
WCC Parking Management Plan**







Summary & Recommendations:

The implementation of the transitional cycleway and wider transport and infrastructure improvements is expected to incite mode shift away from single car use to active or public transport modes.

And there is a claim that because of this parking demand will decrease

This is illogical – parking demand will increase

And what are these “wider transport improvements”?

Page 9 states - high quality public transport

But the facts are:

Lyall Bay continues to have the most cancelled bus services in the whole of Wellington (with a third of buses cancelled). ...

RNZ 6 April 23

There was one accurate statement in the report....

“The data indicates the retained parking supply on Onepu Road will not be able to accommodate the existing overnight parking demand....”

The report considers it acceptable that “displaced users” can park up to half a km from their homes and walk home in the dark at night









Public engagement observations

This is illegal and dangerous behaviour



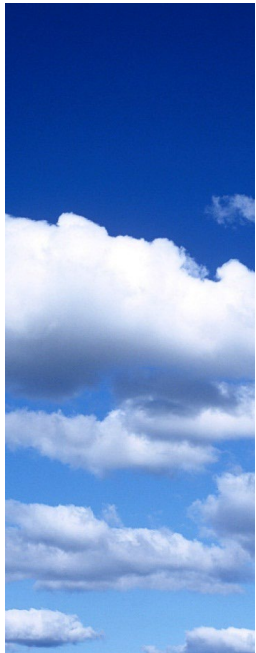
ROSS GIBLIN/STUFF

The pop-up cycleway in the Wellington suburb of Island Bay was put together this morning without council authority, using planter boxes and road cones. Pictured, from left, cycling advocates Alex Dyer (a non-editorial employee at Stuff) and Patrick Morgan.

“Frustration” is not a criminal defence

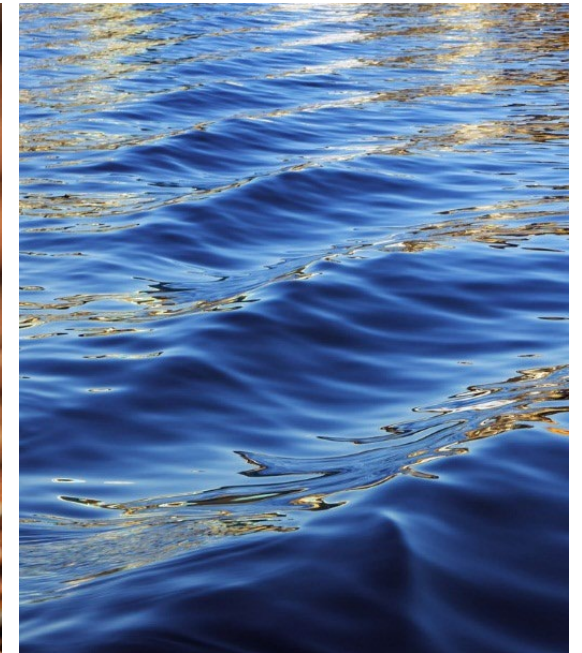
Hei konā rā

Thank you for listening



Kilbirnie Connections

146 Onepu Road



Good Changes

- Reduced speed limit
- Restricted turning
- Removal of some bus stops

We love biking

- I've been biking with the kids for years
- My boy bikes to school everyday
- I want him to be safe



At a cost to being able to park

- We have one car at home
- Partner wants another
- Garage was built in 1950
 - Too small to fit a new car in (and get out)
- As per development 4 apartments across the street – five – six cars
- Only going to get worse
 - Electric cars – where/how are we going to plug these in

Reduced parking

- All cars on the street to go on one side
 - Half the parking?
- **Tues 28th Mar 7 am**
- Half over my garage to allow an extra park
- Full everywhere
- New build has reduced parking already



Always Busy

- Good Friday 16:45
- Lots of folk on holiday
- Elements is shut
- Still lots of cars
- Sat/Sun lunchtime
 - I often have to park on side streets



Elements Cafe

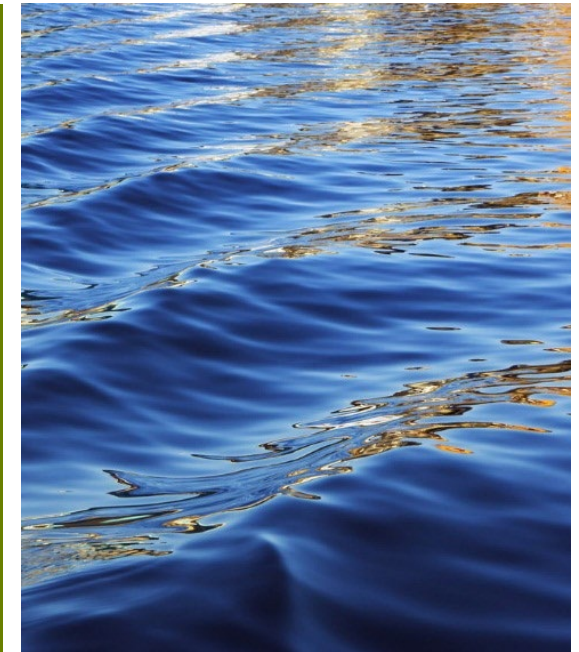
Replace two unrestricted parking spaces with two P60 carparks near 144 Onepu Road (Elements Lyaal Bay).

- Lunch in one hour??
- Unclear if this will take up what is currently 4 spaces (inc my half garage)

Conclusion

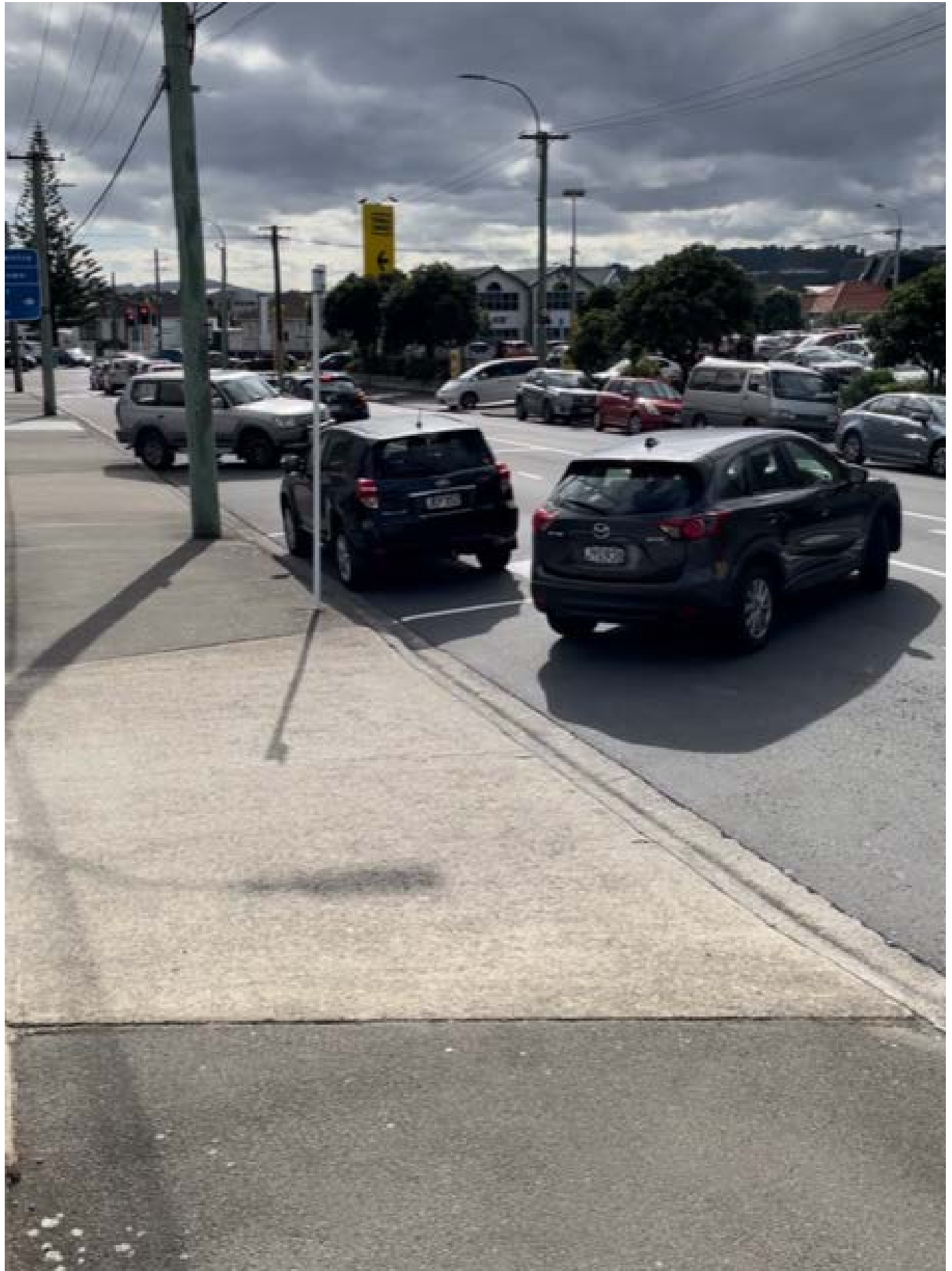


- Supportive of reduced speed limit
- Like one way turns
- Love biking
- Reduced parking on Onepu is so limiting
- Not thinking about parking needs now or the future

















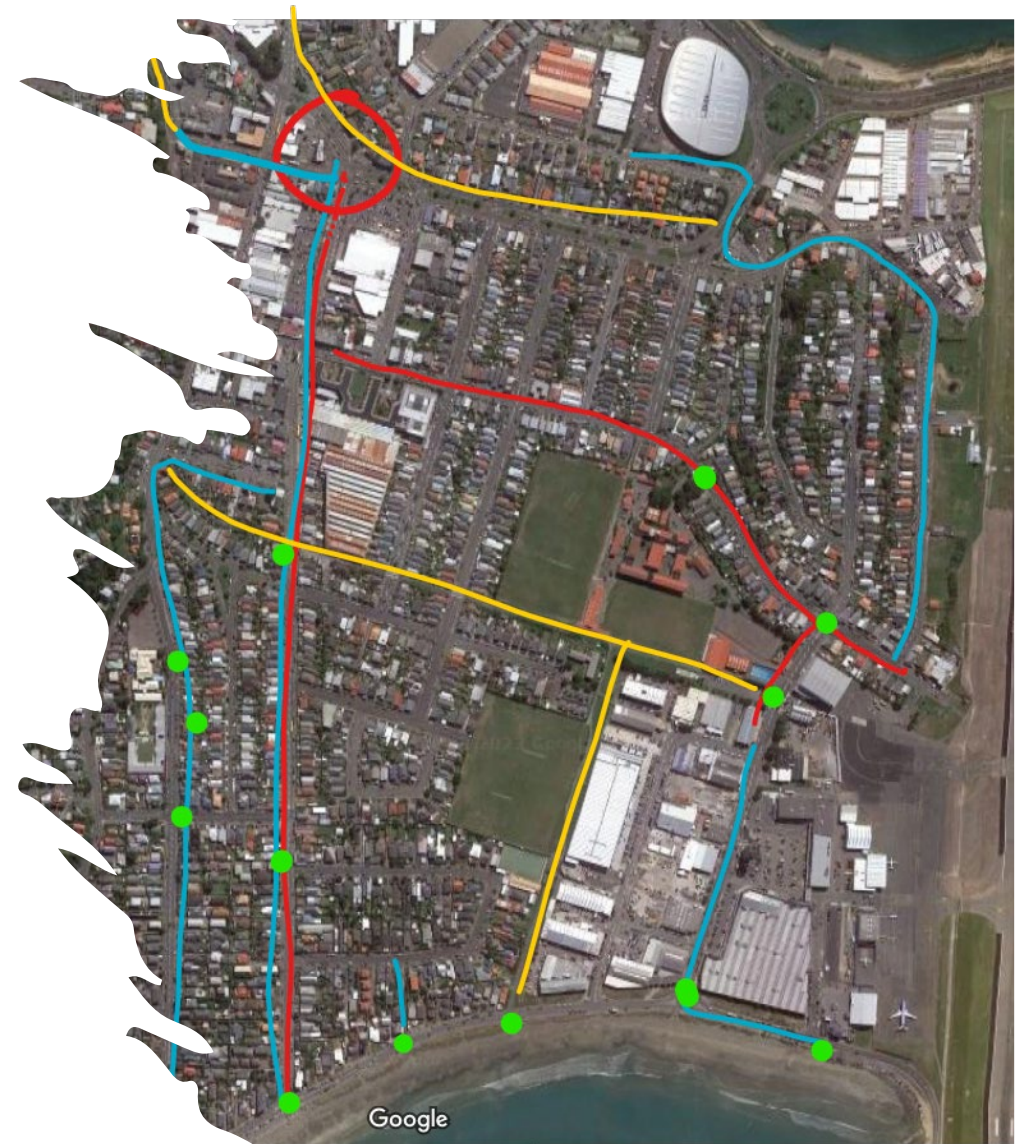






Kilbirnie/Rongotai/Lyall Bay Cycleways

A better way to design more connected safer cycleways for our community; not a cycling super-highway that cuts our community in half.



Summary of improvements and concerns

Removal of on-street parking will have a major negative impact to local residents -

- Families, elderly that rely on parking close by their home, people with mobility issues, homes without garages and car-pads, residents of neighbouring streets will be impacted also.
- Knock-on environmental impact of increased emissions due to increased traffic movements and concrete usage for building car-pads/garages/driveways.

Clean up the cycleways that exist in the area already -

- Clean-up overgrown areas to join up the network of alleys and quiet wide streets so families, beach goers and commuters can use the quieter/safer routes.
- Add lighting to LG cycleway.

Use traffic calming measures as the first safety measure for the area rather than the drastic heavy handed approach of carpark removal -

- Add raised crossings on the LG route, Lyall Parade/Onepu St, Coutts and Freyberg.

Utilise alternatives such as Bridge and Cairns street instead of Coutts street -

- Preserves carparks for residents.
- Safer and quieter route for cyclists.

Preserve carparking on wide roads like Onepu and Freyberg -

- Large central area of road is unused.

Listen to the community that lives, bikes, walks, drives, buses, scoots, skates in the area!



Map Features

- **Yellow Line:** Existing cycleways (Leonie Gill needing lighting for safety)
- **Red Line:** Council proposed cycle paths/areas of removal of on-street parking.
- **Red Circle:** Existing problem intersection
- **Blue Line:** Improved cycleway suggestions utilising existing road space/quieter streets.
- **Green Dot:** Traffic calming/pedestrian crossing

Cycleway Proposal needs Work to Work!

We want safer more connected communities -

- Unfortunately the council proposals miss that mark by segregating our community and not learning by the mess that is the Island Bay cycleway.
- This isn't a 'community led' solution, it is a 'council led' greenwashing solution.
- We can do better - as the people that bike, scoot, skate, surf, drive, buses and walk in our area, we know it best!

The streets are wide enough without removing 300 plus carparks -

- Onepu Rd has several options for cycle lanes without removing any of the residential street parking by simply:
 - using painted cycle lanes with cats-eyes as a rumble sign for awareness,
 - narrowing the central 3m lines between traffic to 75cm, giving cycle lanes a huge 2m each way,
- This is a much cheaper option, environmentally friendly way to improve cycleway access for the amount of cyclist that use Onepu Rd. (less than 100 a day v 600 an hour # based on counting at Onepu/LP roundabout).

To improve cycle safety as the main concern and increase bike uptake -

- Onepu Rd is a main vehicle route and is therefore unsuitable as a major cycleway given the alternative quieter parallel roads and existing cycleways. (see map)

Traffic Calming Measures first!

Reduce the speed limit to 40km along Onepu, Freyberg and Lyall Parade -

Raise Onepu/Lyall Parade roundabout -

- Buses, trucks and cars often drive straight over this without turning or slowing.
- Witnessed 4 accidents at this roundabout, and daily close calls.

Add/raise zebra crossings -

- Add 3x crossings at Onepu/Lyall Parade intersection; major pedestrian zone between cafes, beach, bus stops, and playground.
- Increase from 3 to 8 zebra crossings along Lyall parade and raise them all.
 - A child was clipped by a car on the crossing outside 18 Lyall Parade last year (see pic of one of the cars involved).
- Add 2 crossings along Onepu and raise them to slow traffic.
 - Move the crossing outside Onepu Road Dairy 50m further towards beach end.
 - Traffic turning in/out of Wha St blocks the road and causes an unsafe zone for all road users.
- Add permanent raised crossings at the two crossing points outside of Lyall Bay school.
- New crossings at intersection of Wha and Freyberg.
- Add 2 raised crossings down Coutts St.



The Community feels ignored.

The community has requested consultation and been told the project will not consider improvements as they are out of scope. Why say you have consulted if there is no room for change to the design?

Important and simple measures have previously been suggested and been dismissed.

- Addition of lighting to the Leonie Gill pathway for safety of users at night.
- Addition of a cycleway on Freyberg St.
 - approx 60 vs 600 cars/hour
 - previously the council's preferred option
- Removal of sick, non-native trees along Freyberg which are causing problems with the drains and watermains.
- Clean up the overgrown walkways from Lyall Parade to Apu for safer pedestrian and easier cycle access.
- Addition of 500m of cycleway from the Jet Hanger to The Warehouse shopping complex and the dog beach/Surfer's Corner.
 - With the Council's fast-tracking of approval for Huetepara Park they must be aware of the increase in bike/skate traffic as a result.
- Add cycleway along Bridge St/Cairns St to Akau Tangi and Wellington Indian Association.

Negative Impacts of Carpark Removal

- This solution is a community disaster which lacks thought for residents. Cyclists are part of the community, and the community and environment must be considered as a whole!
- Some residents don't have off-street parking available, and existing garages are not all suitable for cars due to their size, age, or use for storage.
- The council has consented several apartment/townhouses/shops in the area that have little or no off-street carparking. The council held up the consent for the shops/cafe at 226 Onepu Rd due to the concern/impact to residents off-street parking.
- Concrete production is a significant contributor to CO2 emissions, and the construction of car pads/garages due to the cycleway project will have negative environmental impacts.
- The removal of 300 carparks will result in more vehicles circling around looking for parking spaces, which can increase traffic congestion and emissions.
- Removing carparks will impact non-residents; tradespeople, emergency workers, homecare/nursing care and delivery services.

Submission for WCC

Submission on Onepu Road Cycleway Lyall Bay

- The cycle way will restrict access for homes without off street parking.
- Parks are highly likely to be difficult to get possibly 500M or more.
- It appears that the council has not considered in its cost benefit analysis the well being impact on residents:
 - It will be difficult to families, disabled and elderly to safely manage children / groceries etc without blocking cycleways/roads etc. Are people expected in adverse conditions to do this in bad weather when there are alternative cycle way options?
 - How can houses be efficiently serviced by couriers, plumber, electricians?
 - Residents rely on reasonably close parking availability for friends/grandparents for social interaction – this will become more difficult.
- Many garages open directly on the footpath – backing out could endanger cyclists where vision is poor. This has not been assessed in the analysis.

There are options to address resident wellbeing and “share the load”

There are options that have not had cost benefit applied to balance the full negative impact on Onepu Road residents.

- Consider using cycle lanes in Freyberg Street perhaps (north on Freyberg, south on Onepu) Freyberg has will have low traffic flow and be a safer environment.
- Save council funds and develop the existing cycle pathway through the Leonne Gill Pathway and the pathway that runs to the beach behind Bunnings. (It would make sense to complement the existing cycle lane with one further away such as Freyberg Street this would give wider cycle access.)
 - It is unlikely cyclists will deviate to Onepu Road if Freyberg is a quiet street.
- Consider reducing parking in Onepu Road to “allocated resident parking for an annual fee) .
- The council could support adversely impacted ratepayers (and residents) assistance to design, process and consider reasonable concessions to develop off street parking
- The footpaths in Onepu Road are wide, 2.8m and 3m. Narrowing these was not considered in any option to accommodate some parking for residents.

The objective of reducing emissions is correct - but it should be undertaken in a fair equitable and considered manner.

It is not unreasonable to concentrate traffic down some streets and not others

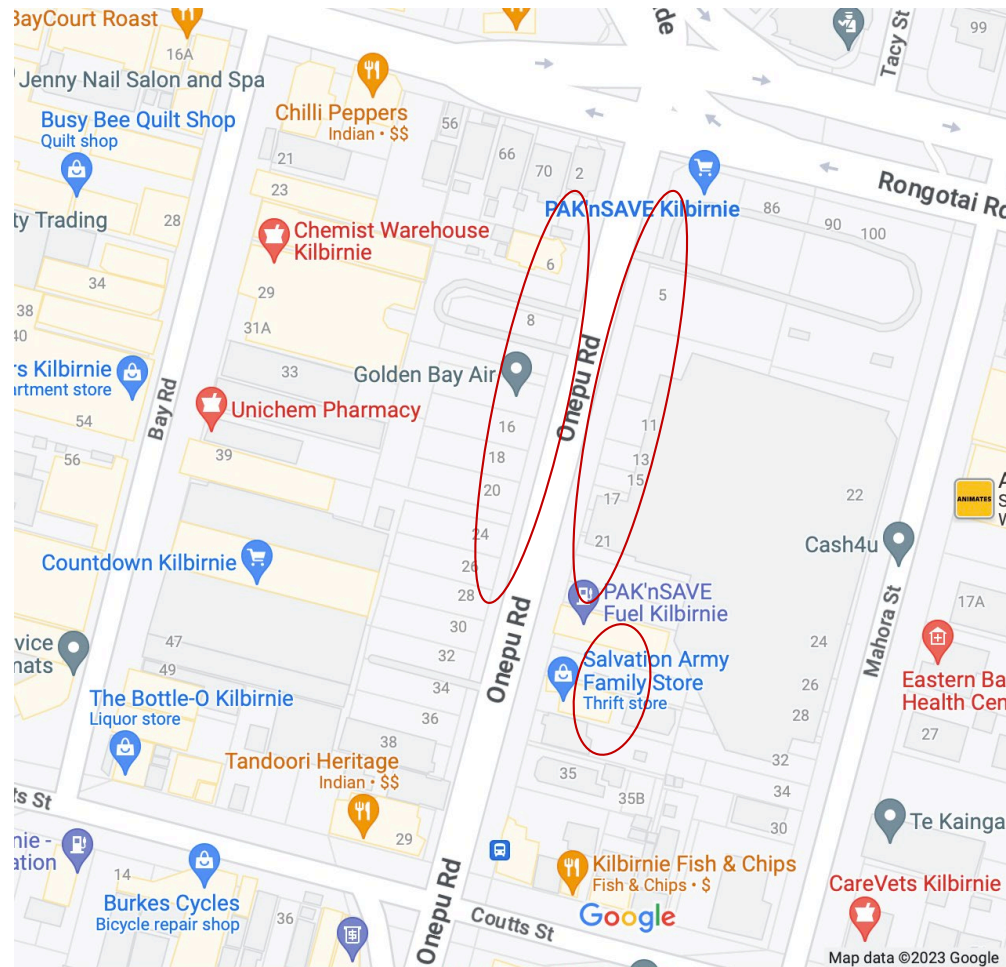
But it does seem unreasonable to not consider alternative cycleway options that:

- would not frustrate access to Onepu Road properties for many residents and service providers
- Would arguably be safer for cyclists
- Would spread the load between residents

Kilbirnie Connections

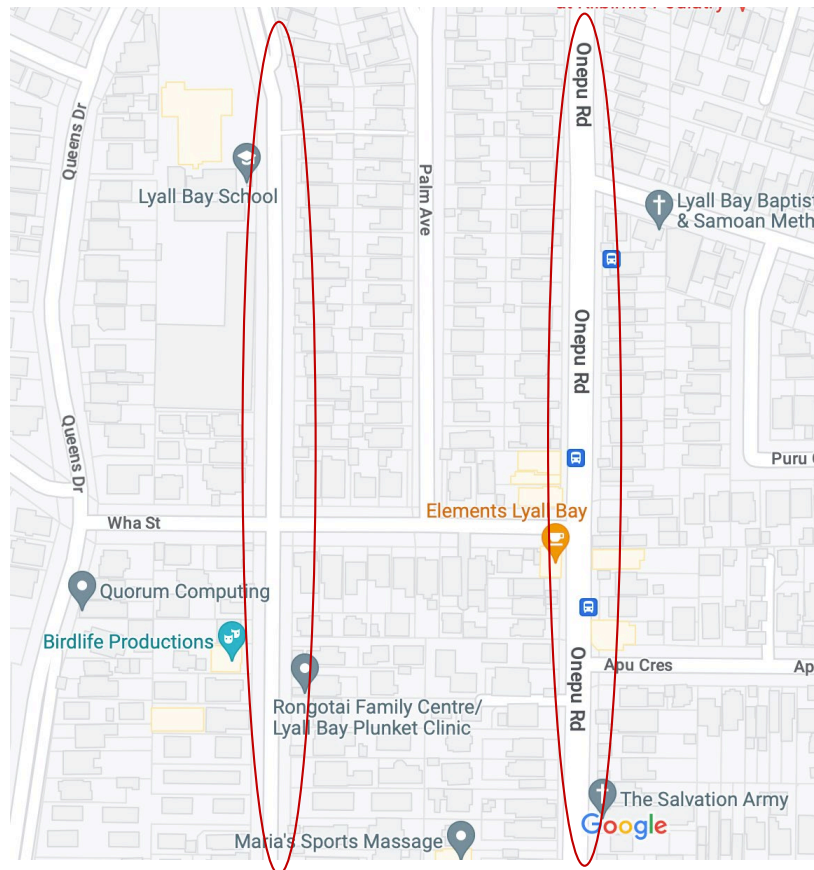
Oral Submission: Anand

Onepu Rd (between Coutts St/Rongotai Rd) is problematic to add more traffic



There is a better cycling route (Freyburg St vs Onpepu Rd)

safer, avoids congestion with Onpepu Rd, removes trade-offs



There is a better cycling route (Freyburg St vs Onpepu Rd)

safer, avoids congestion with Onpepu Rd, removes trade-offs

This

vs

This

Alternate proposal: safe street, no trade-off

Councils Proposal means impacts resident parking



Put cycle lane here, safer for cyclists, connects to Lyall Bay School



Reallocating road spaces in Thorndon

Submission by Simon Orme

Thorndon resident, father, cyclist, climate consultant

Standing

Personal

- Ngati Awa, Ngati Tarawhai
- Thorndon resident since March 2022, chosen for walkability
- Two primary aged children attend a local school
- Ride bicycles, drive car and motorcycle. Have a garage for off-street parking
- Inner city cycle commuter & recreational cyclist in Sydney. Lived in a walkable part of Sydney – Paddington – for 25 years
- Worked in most major Australian city CBDs, and also in developing countries such as Philippines, Pakistan & Pacific
- Use local businesses – pharmacy, medical, dental groceries, cafes, takeaways
- Enjoying biking around Wellington with my kids but cycling constrained due to safety concerns
- Surprised that Wellington CBD has not progressed since last century

Professional

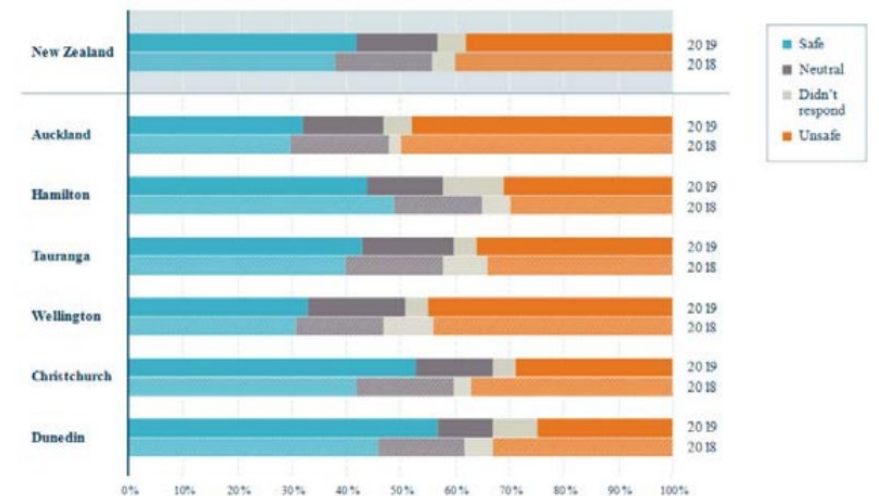
- Currently telecommuting from Wellington to Australia via Tahuconsulting.com and Marsdenjacob.com.au
- Former NZ Treasury, Foreign Affairs and Maori Affairs official
- Last 25 years working in Australia as economic consultant, last ~ 15 years on transition to low carbon economy
- Extensive energy, place-based planning, and transport infrastructure economic assessment projects for NSW and other Australian governments
- Expert at CBA. Assessed costs and benefits of road safety improvements – travel time gains/losses, cost of death and injury, pollution and business impacts
- Substantial work on network economics in multiple sectors, including inter-modal transport hubs and transport electrification
- As member of multi-disciplinary teams for major infrastructure projects in Paramatta, Ultimo and Darlinghurst in Sydney, listened and learned from top urban development and planning experts

Wider context

- Electrification is a game changer because E-bikes require less exertion up-hills, when wearing wet weather gear, & carrying loads (shopping)
- Aotearoa/NZ is making very slow progress toward decarbonisation and continues to rely on imported oil and coal, contributing to current high inflation
- No place-based planning and “liveability” approaches evident in Wellington – standard practice in Australia
- Central cities in NZ are far less walkable than central cities in Australia. The equivalent motorway north of Perth CBD was undergrounded. There is only one CBD to harbour bridge and that is not cycle friendly or close to Thorndon
- There appears to be little to no available spatial or temporal data on cycling use or safety trends.
<https://maphub.nzta.govt.nz/cas/>
- Impression is recreational cycling – offroad – has increased but functional cycling growth (kids cycling to school) has stalled due to safety concerns from lack of separated bike corridors

Survey indicates perceptions of cycling safety in Wellington among lowest in country and may be deteriorating

Safety perceptions: Cycling



More than 60% of road areas allocated to vehicles

More than 60 per cent of road easements are allocated to vehicles (more where perpendicular parking & narrower footpaths)

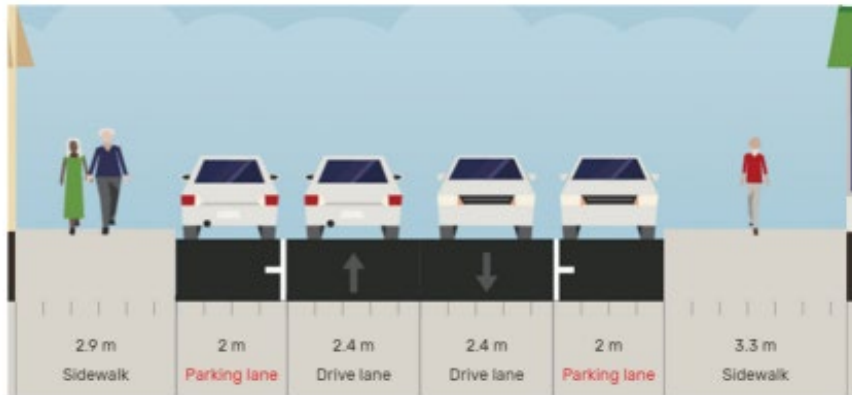


Figure 10: Section EW-4 – existing cross section (looking east)

From WCC Transitional cycleways multi-criteria analysis, Molesworth, Mulgrave 14 December 2022

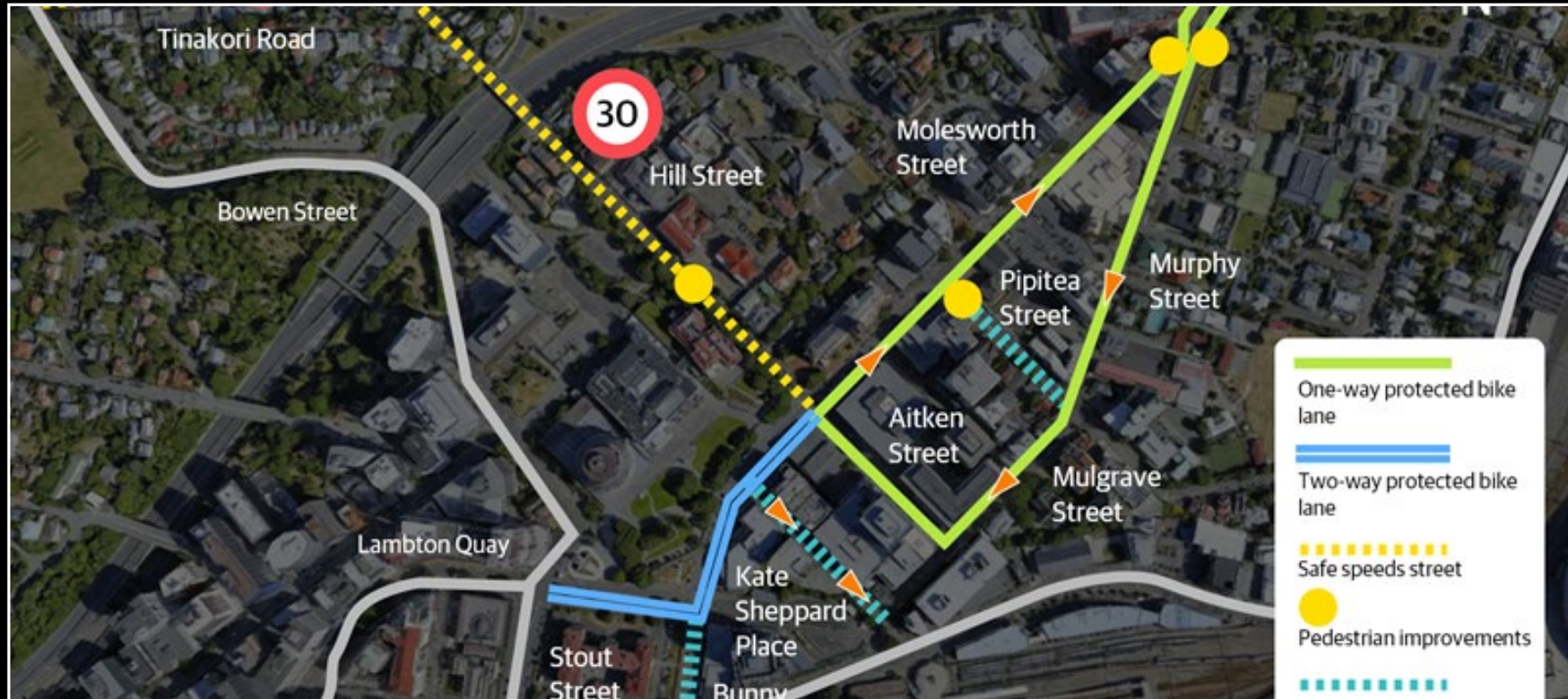
More than a quarter of public road areas currently appear to be allocated to car parking and more than 60% to cars. Could this allocation gain social license, if proposed today?

The allocation means cyclists, including children, must share major thoroughfares – Molesworth and Murphy Streets – that connect to the motorway

This creates congestion and safety hazards, suppressing cycling and increasing car traffic (e.g. school drop offs and pick ups)

The proposed changes would replace on-road car parking spaces with dedicated cycle lanes, increasing cycling volumes and reducing traffic

There are also walkability improvements leading to higher pedestrian counts benefitting local businesses



There are four schools in this area, with hundreds of children travelling weekdays

<https://www.transportprojects.org.nz/current/thorndon-connections/supporting-documents-2/>

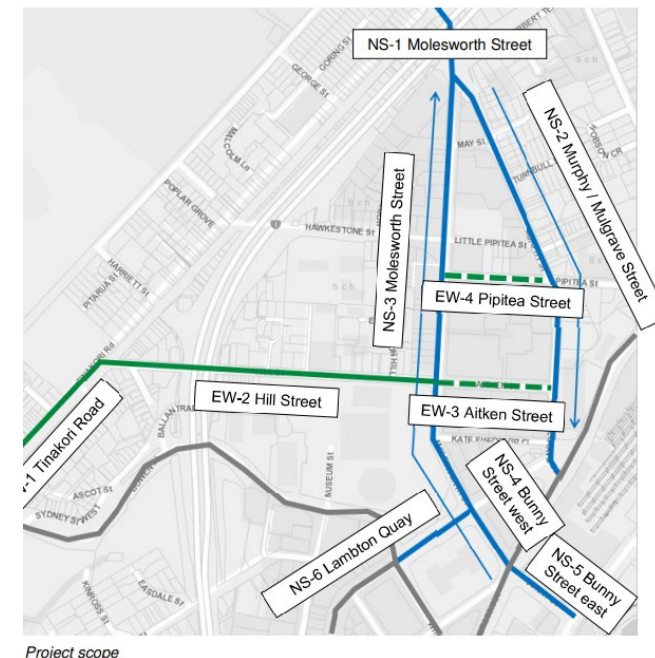
Objections to reallocation of road space appear groundless

- Main objection to proposed reallocation appears to be impact on local retail and service businesses relying on on-street customer parking (comments attributed to Chamber of Commerce CEO Simon Arcus)*
 - Concerns over economic impacts for small businesses are unfounded and misguided.
 - In every major Australian city, the most valuable business locations are fully pedestrianized, high pedestrian count and high-income CBD areas
 - In Sydney, two of the most valuable retail areas in Pitt St and Bondi Junction had major new dedicated bike paths installed in the last three years and both are close to train stations (as is Thorndon)
- Thorndon and other parts of central Wellington should transition from suburban car-oriented, to inner city-oriented approaches, favouring pedestrians and cyclists over car parking, similar to best practices in other cities.
 - The proposed changes are modest steps in this direction
 - Much more is required, such as reducing excessive off-road space allocated to car parking undergrounding the motorway to reclaim the spaces between Pipitea and Tinakori, better pedestrian/bike access to the train station and harbour & better intermodal facilities (harbour ferries, buses & trains)

* <https://www.stuff.co.nz/national/wellington/131506202/national-mps-residents-speak-in-opposition-to-wellingtons-next-cycleway>

Suggestions for consideration

- The planned changes should integrate with existing and new networks and corridors
 - The connections with the four schools are key – there should be a connection to Queen Margaret, likely through Turnbull St
 - There should be a connector with the Thorndon quay bike corridor at the bottom of Mulgrave St
 - Bunny St North should be the connector from the harbour to Molesworth st. (Bunny St south barely works as bike corridor due to traffic snarls)
 - Molesworth and Bowen St cycleways could be linked via the back of Parliament
 - Hawkeston St is the obvious direct connector between Thorndon and Tinakori but is problematic
 - Parking on Tinakori road through the village should be dropped on at least one side to improve liveability.
- Beyond Thorndon, bike corridors are required through to Wadestown Rd, Ngaio gorge, though the gardens to Kelburn and Glenmore road to Karori
- Longer term look to bridge train station to harbour over Waterloo Quay and bury the motorway underground to reintegrate Thorndon with Tinakori and Ahumairangi
- Do CBAs, not MCAs. Multi-criteria approaches not accepted in Australia for infrastructure planning purposes, due to lack of rigour. Adopt non-market valuation methods such as willingness to pay



From WCC Transitional cycleways multi-criteria analysis, Molesworth, Mulgrave 14 December 2022

Kilbirnie Connections



Elijah Lemon
21-04-2023

Kia Ora my name is Elijah Lemon

- I have lived in Lyall Bay all my life, I am 14 year old.
- I was born with Prune Belly Syndrome (I have no abdominal muscles and renal disease) and suffered a brain injury when I was 4 days old that affects my mobility. I have selective mutism and find it hard to talk in public.
- I have had 3 surgeries on my feet since 2020 and have learned to walk a bit but to get around my city I still use my wheelchair. I get tired and fall often.
- Thanks to EkeRua I have been able to borrow a trike and have had so much fun this summer exploring Lyall Bay and Rongotai.
- **Fun fact** - I have never lived in a house with a car!

Kilbirnie Connections:

- I understand about climate change and think we need to look after our city.
- I would like to see cycleways and slow traffic streets.
- When we asked at the Kilbirnie Connections info days why cycle lanes were planned for the busiest streets I was told “We can’t marginalise cyclists”.
- Mum explained what the word **marginalise** means and I don’t think they know what it means either!
- When trolley buses that were about 10m long were replaced with electric buses that are 13.5m long the council didn’t make the 11m long bus boxes on the roads larger. This marginalises **me!**

- When buses can't pull in to the kerb I can't get my wheelchair on or off the bus.
- I have often had to stay on the bus as far as Sutherland Road 3 bus stops past our house because the bus stops are too small.
- When buses pull in like this...drivers get impatient and beep or pull out around the bus which is dangerous.
- If you remove 2 more bus stops in Onepu Road I could have to wheel 600m home instead of about 240m.





- When buses were small and fit close to the footpath using the ramp was easier and traffic could go around parked cars.
- If you put the cycleway down Onepu Rd with the buses you will cause angry people just like I see at the hospital each time I see my doctors.



Me getting anxious when we go to the hospital and use the platform bus stops.

- Onepu Road doesn't look very wide with 2 buses side by side.
- Now imagine a cycle lane inside the bus by the shops and the bus stops all the traffic behind it. That will be dangerous for kids crossing the road to get to school.
- Cycle lanes and platforms also mean cars can't pull over to the side of the road for emergency services.
- **Do you think you could fit a fire engine between these 2 buses?**



Kilbirnie Connections



Michelle Wilhelm
21-04-2023

Freyberg Street





Norfolk Island Pines

- These trees are in the powerlines
- They are never pruned so broken branches hit off by food supply trucks are common.
- The only trees thriving are the ones that are next to the sewer main?!?





Cruickshank Street
Calm Streets



Coutts Street - Improve accessibility to tunnel

EXPLORE WELLINGTON BY BIKE

SWITCHED ON BIKES
Your friendly bike hire and tour team!

SHELLY BAY & THE CHOCOLATE FISH CAFÉ
This gem of a café is tucked away in the quiet Shelly Bay, a perfect snack stop

CARLTON GORE ROAD TO MT. VIC

MAIDA VALE ROAD

MAUPUIA ROAD

MAUPUIA CENTENNIAL RESERVE
Head up to the water towers for the best views of Wellington's bays

WETA CAVE
The Lord of the Rings screen adaptation was famously born here

WELLINGTON SIGN
Our welcome to visitors, and a friendly nod to the Hollywood sign

WELLINGTON'S BEST BIKE HIRE & TOURS
0800 386 877 | info@switchedonbikes.co.nz
switchedonbikes.co.nz

1 Switched On Bikes
Your friendly bike hire and tour team!

2 Wellington Museum
Take the time machine back to 20th century Wellington

3 City Gallery
Get your art fix at our city's contemporary art gallery

4 Te Papa
Visit our National Museum and discover Aotearoa through interactive exhibits

5 Carrello Del Gelato
Delicious gelato for those hot days riding the waterfront

6 Māori Arts Gallery shop (Boat Shed 1)
A small waterfront gallery of traditional Māori bone carving and weaving

7 Matairangi / Mt Victoria Lookout
Soak up the views at one of the city's best vantage points

8 ZEPHYROMETER
If you're doing the Miramar ride, you won't miss this 26-metre sculpture

9

10

11

12

13 Double Vision Brewery
Have a quick taste of some of Wellington's famous craft beer

14 Te Wharewaka (Karaka café) or St John's
Te Wharewaka: A café steeped in culture, situated right on the lagoon
St John's: A waterfront bar and restaurant in the historic St John's Ambulance building

15 Carlucci Land
Perhaps the most eccentric game of mini-golf you've ever played

16 Red Rocks
A striking landscape of rugged, coloured rocks imbued with cultural significance

17 Polhill Reserve
Polhill Reserve Mountain Bike Trails

18 Garage Project Cellar Door
Take a peek inside one of our city's most famous craft beer breweries

19 Parliament / Beehive
Two distinctly different buildings that make up our Government's home
Cruise Ship Shuttle Stop #1

20 Katherine Mansfield House & Garden
The early childhood home of famed Kiwi author Katherine Mansfield

21 Cable Car (Bottom)
Ride Wellington's famous Cable Car and ride to the top of the Botanical Gardens

22 Cable Car Museum
A hilltop museum for those interested in transport history

23 Space Place / Carter Observatory
A state-of-the-art planetarium and historic astronomical observatory

24 Wellington Botanic Garden
25 hectares of protected native forest, conifers, plant collections and seasonal displays

25 Zealandia
See our native animals roaming free in a predator-free natural habitat

26 Wellington iSite Visitor Information Centre
Travel information centre
Cruise Ship Shuttle Stop #2

Legend:
 - Cycle Path (solid green line)
 - Cycle Lane (dotted green line)
 - Suggested Route (road) (thick green line)
 - Electric Bike Route (road) (thin green line)
 - Maupuia Walkway (dotted orange line)



WELLINGTON CENTRAL

- 1 Switched On Bikes**
Your friendly bike hire and tour team!
- 2 Wellington Museum**
Take the time machine back to 20th century Wellington
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Get your art fix at our city's contemporary art gallery
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Travel information centre
Cruise Ship Shuttle Stop #2

- Cycle Path
- Cycle Path Under Construction
- Electric Bike Route (road)

**ORAL SUBMISSION TO THE WCC THORNDON CONNECTION PROJECT
TO THE KOATA HATEPE – REGULATORY PROCESSES COMMITTEE**

1. WHO AM I?

I am John Milne.

An Economist, Chartered Accountant & Accredited Fellow of the Institute of Directors.

Between 1997-2010 I was an Independent Member of the WCC's Audit & Risk Committee.

In 2011 I obtained a PhD in Accounting from the Business School at the University of Sydney.

My business career has included private and public company directorship and/or responsibilities in NZ and overseas; but now retired.

2. CONCERNS Re THE THORNDON CONNECTIONS PROJECT?

- 2.1 The first Business Plan (2015?) recorded a 2.1 Benefit/Cost Ratio (BCR) for the Thorndon 'Priority 5' Project
- 2.2 My recollection is that it was based upon a 30 year 'life' at a 4% Discount Rate.
- 2.3 My experience is that the lower the time-value discount rate, the higher the BCR
- 2.3.1 Other factors are that the higher the expected benefits, the higher the BCR; or its converse - the lower the expected costs, also the higher the BCR.
- 2.4 That initial Business Plan (BP) copy on the WCC website was very detailed
A lot of hard work involved – in excess of 100 pages. Not copied!
- 2.5 In Summary - My Oral Submission recorded:
 - 2.5.1 By far the largest BCR element is 'health benefits' which showed no calculations
And appeared covered in 5-6 lines on about p.72 of the "Business Case Refresh" (?)
 - 2.5.2 the discount rate was very low at 4%;
 - 2.5.3 no WCC 'cost' for parking revenue Loss from removing paid-parking spaces!?
 - 2.5.4 no effect of lower transport experience following CoVid especially for Public Service, and others, working from home – by implication: how valid were the forecast transport statistics for the medium/longer term?
 - 2.5.5 although not in the BCR, the take-up of EVs were likely to be a preferred (and low carbon) mode of transport – especially for the elderly – were EVs ignored?
 - 2.5.6 so, I needed to examine the BP in more 'forensic' detail for this presentation.

I advised the Committee Chair last Friday (and to Cr Brown) that the BP seemed to be withdrawn (?) from the website about a week ago.

3. This Project BP has been through several iterations:

- 3.1 On 12 Aug 2021 LGWM produced its "City Streets" 'Indicative Business Case' for which they recommended a 'Mass Rapid Transit & Strategic Highways' Programme which excluded Thorndon and any focus upon Cycles.
- 3.2 On 9 May 2022 'Commute' Consultants produced a Peer Review Report on the "Poneke Poneke Business Case Refresh". This basically endorsed the health benefits – BUT could not comment on the preferred delivery approach which was yet to be selected
The reviewer noted 'there is no reason to think there is an issue with the economics'.... which is a risk. That said, "a key aspect of the review is the need for independent reviews of the cost estimation and also of the economics".

But that risk is deemed small in the circumstances. And that a cost estimate review would occur anyway once the SSBC was undertaken.

- 3.3 That Peer Review Report was withdrawn from the website sometime last week
- 3.4 On 10 March 2022 the “Pāneke Pōneke Business Plan Refresh” 83 page Report was published.
- 3.5 This sets out the WCC approach to creating “a safe, connected and high-quality network of routes for biking and scooting”...moving to a “safe, healthy, net zero carbon transport system”...with “the goal for the city where it’s easy for people of all ages and abilities to choose low carbon transport options”.... but zero consideration for EVs or for new fuel technologies.
- 3.6 The sole focus was on cycling for Wellington regardless.
- 3.7 The Thorndon Connections Project for Molesworth, Murphy & Mulgrave Streets is secondary to the primary LGWM network framework...however the WCC proposed to advance the project by 3-4 years to benefit from a lower carbon aim.
- 3.8 Subsequently, on 27 Sept., 2022, the 40 page (+9 Appendices) ‘Thorndon Connections Transitional Project Report’ was published.

Unfortunately, the Appendices are not accessible which include Appendix 4 – BCR Calculation & Appendix 9 - Cost Breakdown [since requested].

This Report was received by special request 2 days ago on 22nd April, 2023.

- 3.9 Other Reports obtained from the website include:
- . ‘WCC Transitional Cycleways Multi Criteria Analysis’ (48 pages) -14 Dec. 2022;
 - . ‘Traffic Resolution TR63-23’ (46 pages) - 22 Feb.2023; and
 - . ‘WCC Transitional Programme Parking Management Plan’ (70 pages)– 8 March.
- 3.10 The 27 Sept 2022 ‘Thorndon Connections Transitional Project Report’ (3.9 above) acknowledges (page 7) “the project has a BCR of 1.08 with total benefits of \$234,064 over a 5 year period”.
- 3.11 The ‘Traffic Resolution Report’ (3.10 above) contains the startling comment: “Annual parking revenue impact – Annual loss \$673,052” (page 7).

4. QUERIES?

- 4.1 Re incremental Costs to the Project:
Is the annual Parking Revenue Loss included in the BCR? If not, why not??
NB. in the original 2015 Report that cumulative undiscounted loss would be some \$20.2 million. Should Parking revenue losses be exempt from the project?
- 4.2 Re Health Benefits – given the significance: Will this be peer-reviewed again?
The emphasis has been on road deaths & accidents by cyclists – not reported is whether accidents are caused by cyclists or to cyclists
Has the WCC seen ACC statistics about significant increases in Scooter Accidents over the last 3 years, with costs now up to \$8.5 million? Are these included?

- 4.3 *Re Discount Rate – is a 14% rate standard in WCC investment calculations? What is the basis? Is there any premium added for Risk as there should be? Given the different uncertainties and risks - Are different rates applied for benefits and costs respectively for BCR calculation purposes? If not, why not?*
- 4.4 *Why has the BCR fallen from 2.1 to 1.08? At what BCR level would the Project be abandoned? Is that a possibility given current construction costs + operational inflation effects - quite apart from the loss of Parking revenue effect? Is there an Exit Strategy if the worst happens?*
- 4.5 *When is another Business Case Peer Review planned? If not, why not? Alternatively - Is there a post-completion review to Councillors of progress-against-budgets for cost overruns for individual cycleway elements – like for the Tinakori Road/Bowen Street cycleway? Or, (say) the Island Bay cycleway? Would experience cause revisions to the whole project and/or its concepts?*
- 4.6 *Has consideration been given to cycle registration (as for cars) to help defray loss of parking revenues on a ‘user pays’ basis, and to help the public identify ‘bad cycling behaviour’ on the roads?*

5. Auckland Experience

Are Councillors aware that Auckland Transport (AT), following City Council consideration, has decided to abandon its contentious plan to eliminate kerbside parking in favour of cycleways without any public or local consultation on 5th April, as announced on 20th April?

AT, like WCC, were working on the principle that kerbside parking was the ‘lowest priority’

AT announced “it was now looking at a more flexible and dynamic approach to roads that could see a lane being a loading zone in the morning, a bus lane for a couple of hours, and offering parking during the day – an approach Mayor Brown refers to as getting the most out of the existing roading network”....and “this should enable more people to get where they need to go more quickly – provided the space is allocated to the modes that will move the most people on a particular road”

Refer this link: <https://www.nzherald.co.nz/nz/auckland-transport-abandons-plan-to-remove-kerbside-parking-with-little-or-no-public-consultation/F7ZRQDNISFHR7O5IXJPWSGKT2I/>

6. RECOMMENDED ACTION

Strongly Recommend that a special sub-committee be established, led by a Councillor versed in business investment criteria and related matters, to consider the questions and to address the issues raised above.

Thank you.

John Milne

24th April, 2023



Women In Urbanism:

In support of the Thorndon and Kilbirnie Connections



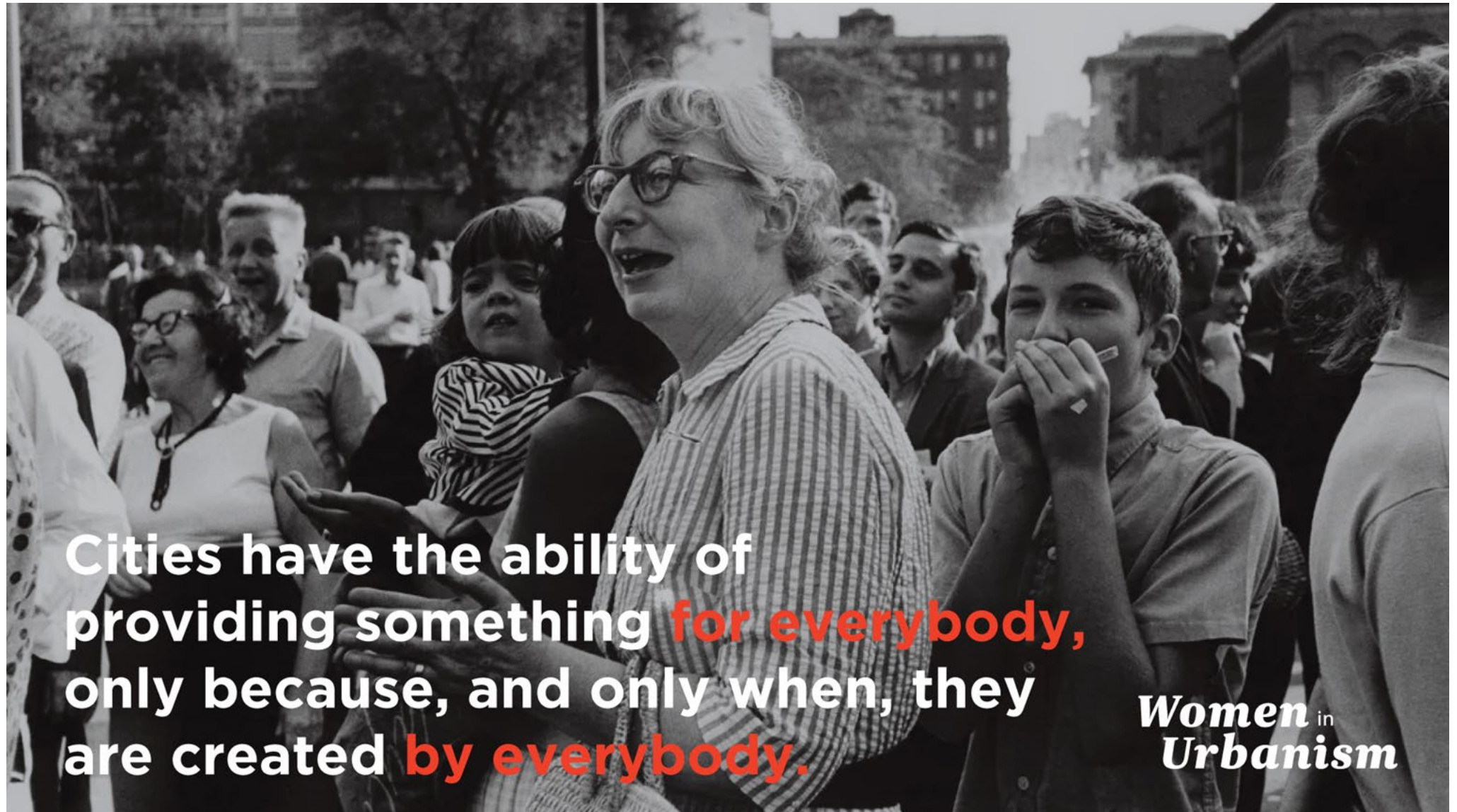
Presented by: Gabriela and Miriam

Women in
Urbanism

Women in Urbanism Aotearoa's mission is to transform our towns and cities into more beautiful, inspiring and inclusive places for everyone.

We do this by amplifying the voices and actions of all self-identifying women and girls.

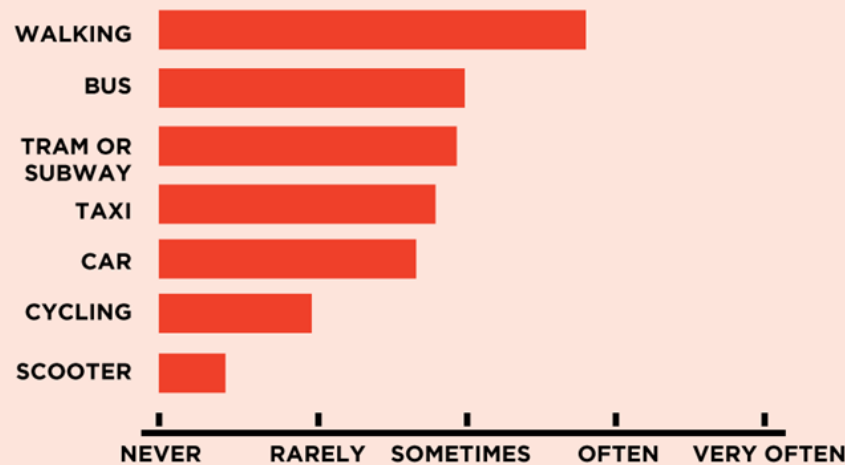
Womenⁱⁿ
Urbanism



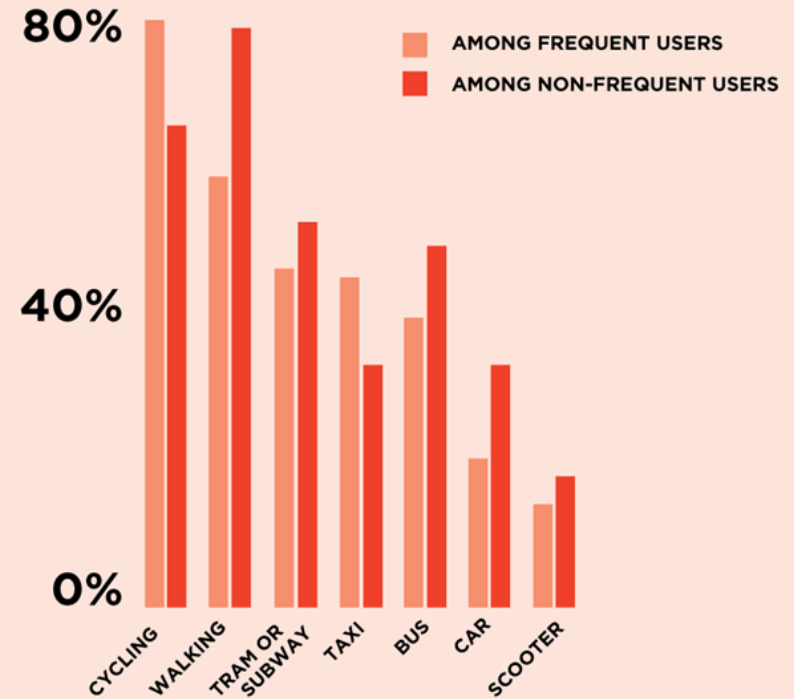
Cities have the ability of
providing something **for everybody,**
only because, and only when, they
are created **by everybody.**

Women in
Urbanism

Walking and Public Transport are the most common ways of moving around for women



Women want more:



Women in
Urbanism

Source: <http://www.womenability.org/>



City Centres are Neighbourhoods



Neighbourhoods should provide mobility choice for everyone

Children's right to mobility in the city shouldn't rely on being taken places



Women in
Urbanism

Who are we designing for?



Source: Global Designing Cities Initiative

*Women in
Urbanism*

What our Pōneke members are saying:

“I’m returning to cycling because of the opportunity to take my bike on a bus down the steep narrow streets – having bus transport and bike lanes is a game changer for me”

“more importantly... both my adult children commute by bike [on routes without protection] and I try not to think about it”

Patricia (self-confessed “Boomer”)



Women in
Urbanism

What our Pōneke members are saying:

“We got a cargo bike a year ago and it has changed our lives. Our 4- and 6-year-olds absolutely love cruising on the back, singing and chatting. We love pulling up at destinations without having to find a park or battle kids in and out of car seats....

I hope by the time they’re old enough to ride their own bikes on the road they can do so safely and independently in protected lanes”

Kate (Mum of 2)

Women in
Urbanism

What our Pōneke members are saying:

“Woof ruff woof woof! Grrr! Woof woof ruff woof woof ruff woof woof. Ruff ruff woof woof”

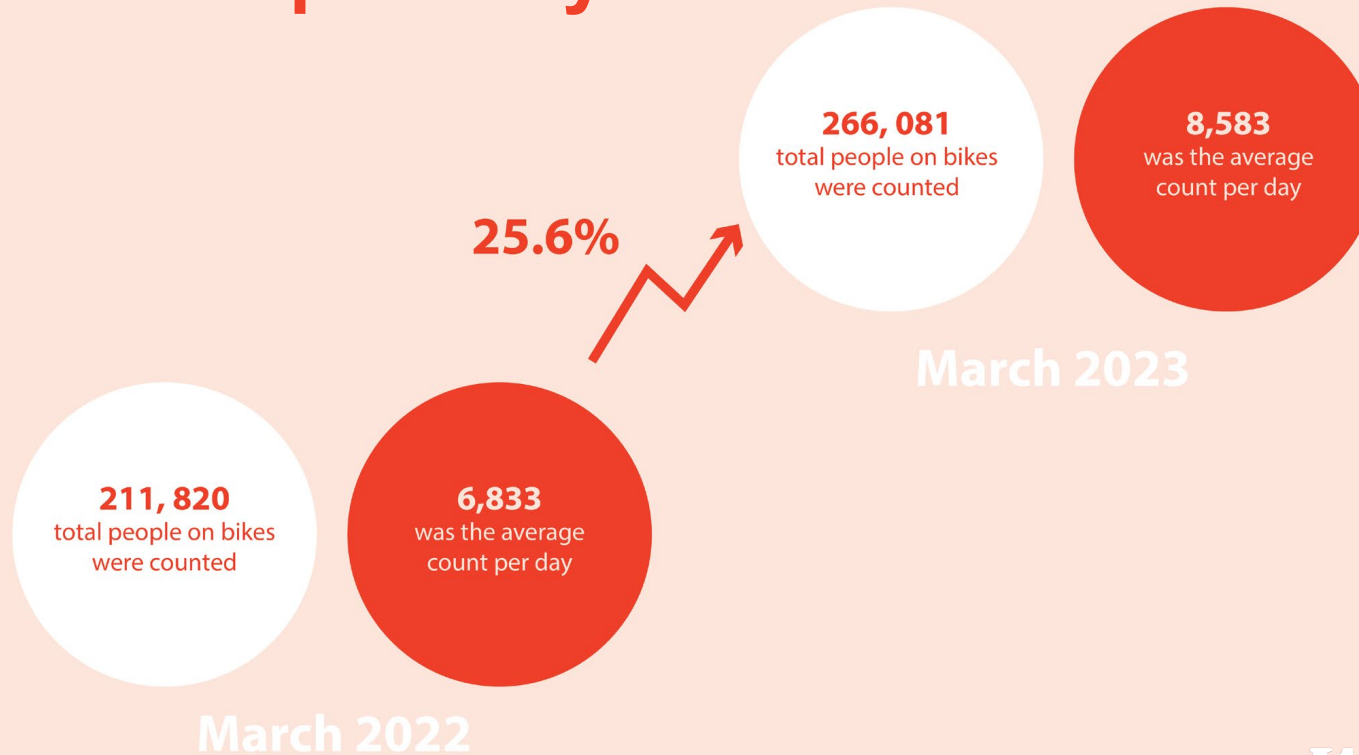
“My parents trialled this bike so they can take me to the beach and sell the car! They didn’t buy it! They said we had to wait until the route was safer. Delays in constructing safe cycle lanes are getting in the way of me rolling in the wet sand”

Marley (6)

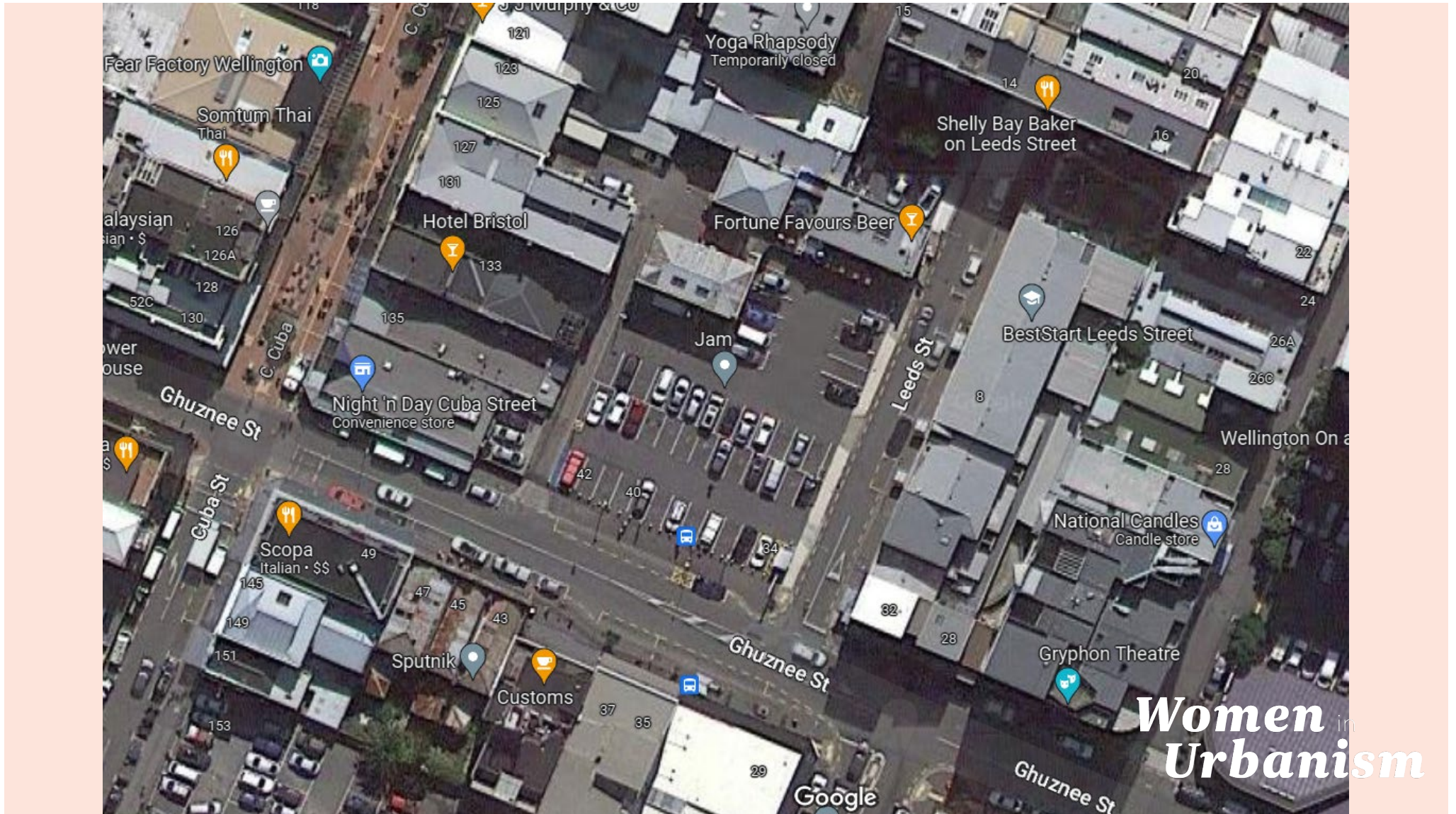


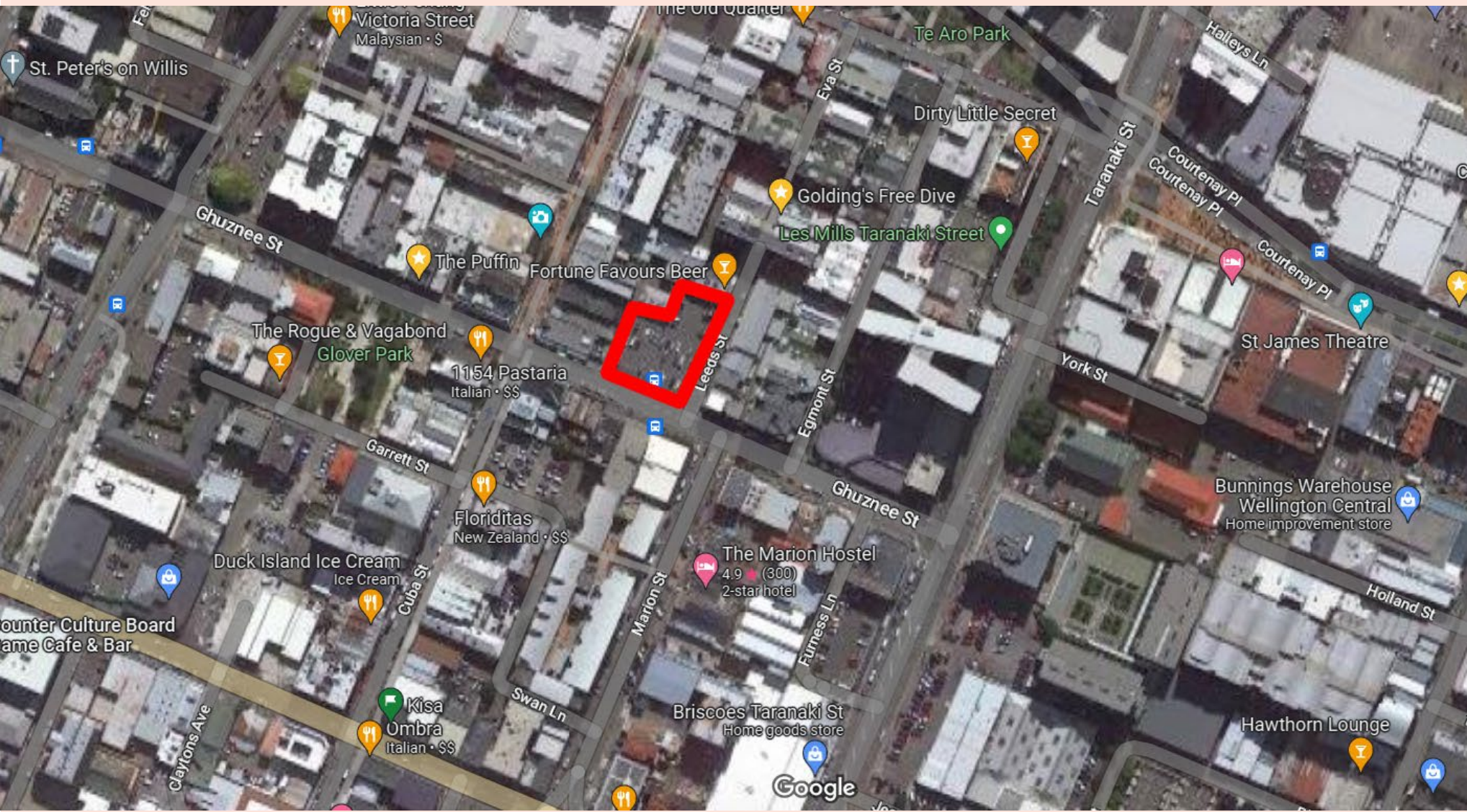
Women ⁱⁿ
Urbanism

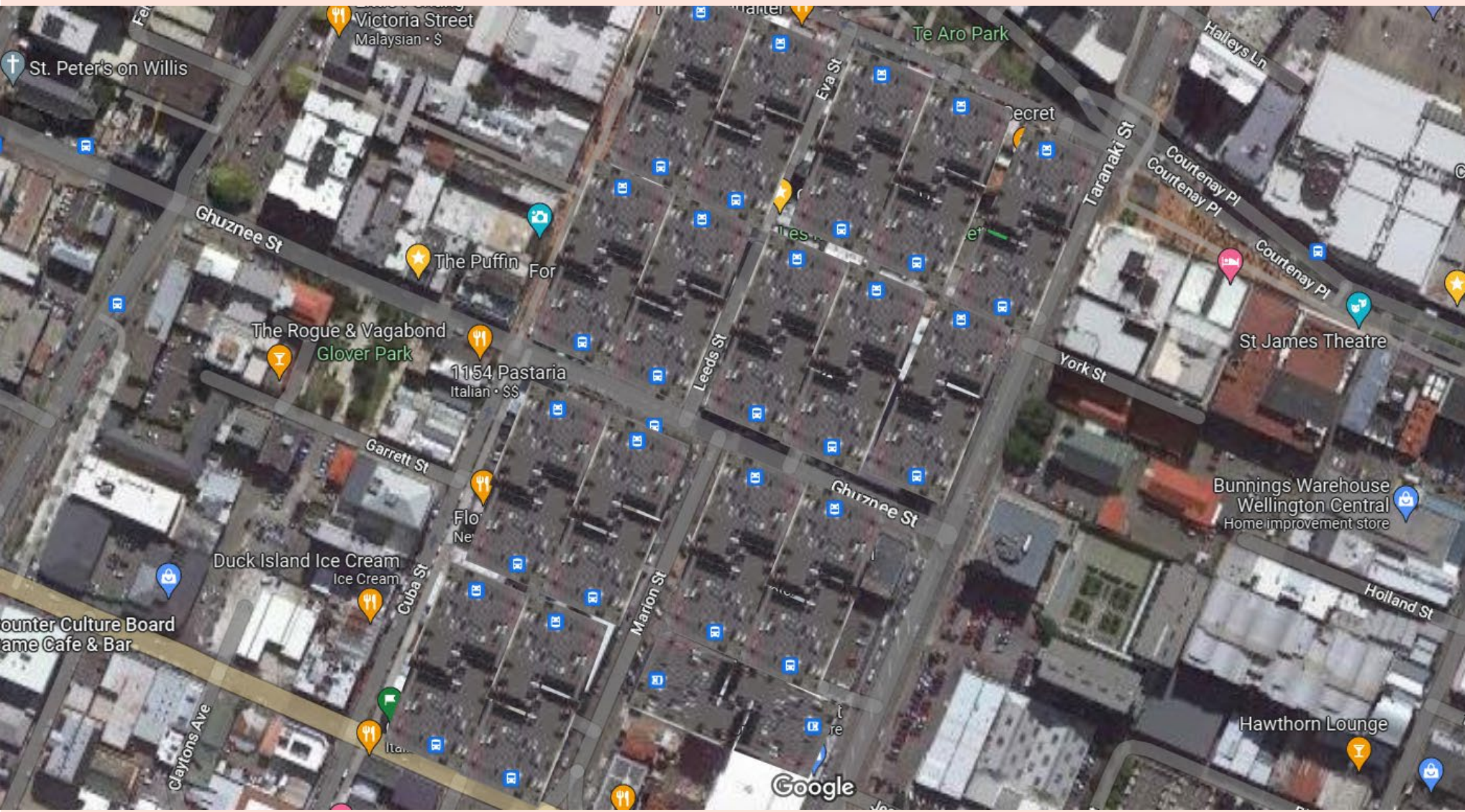
1750 new trips in a year



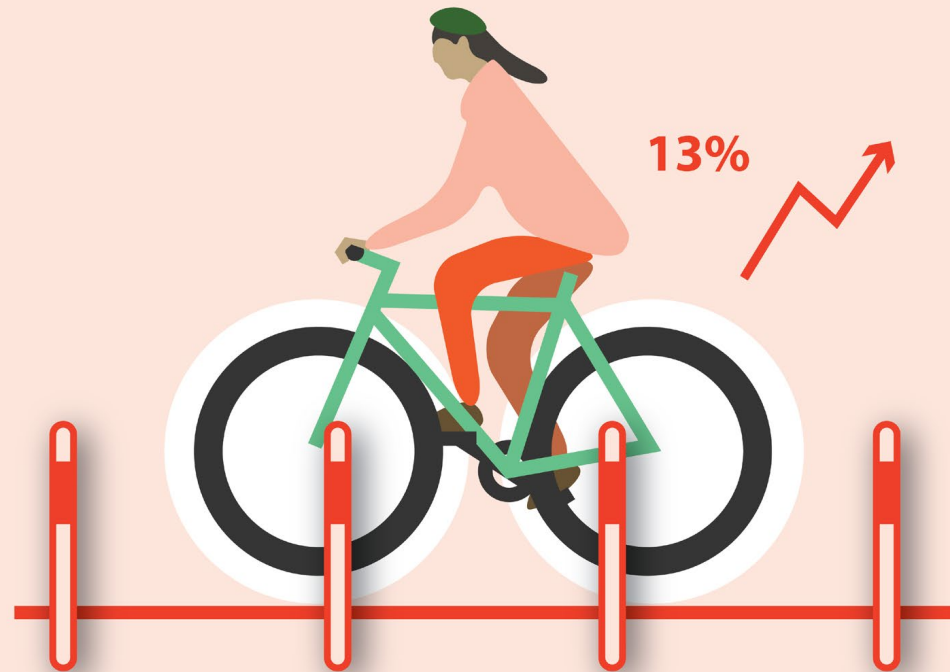
Women in
Urbanism



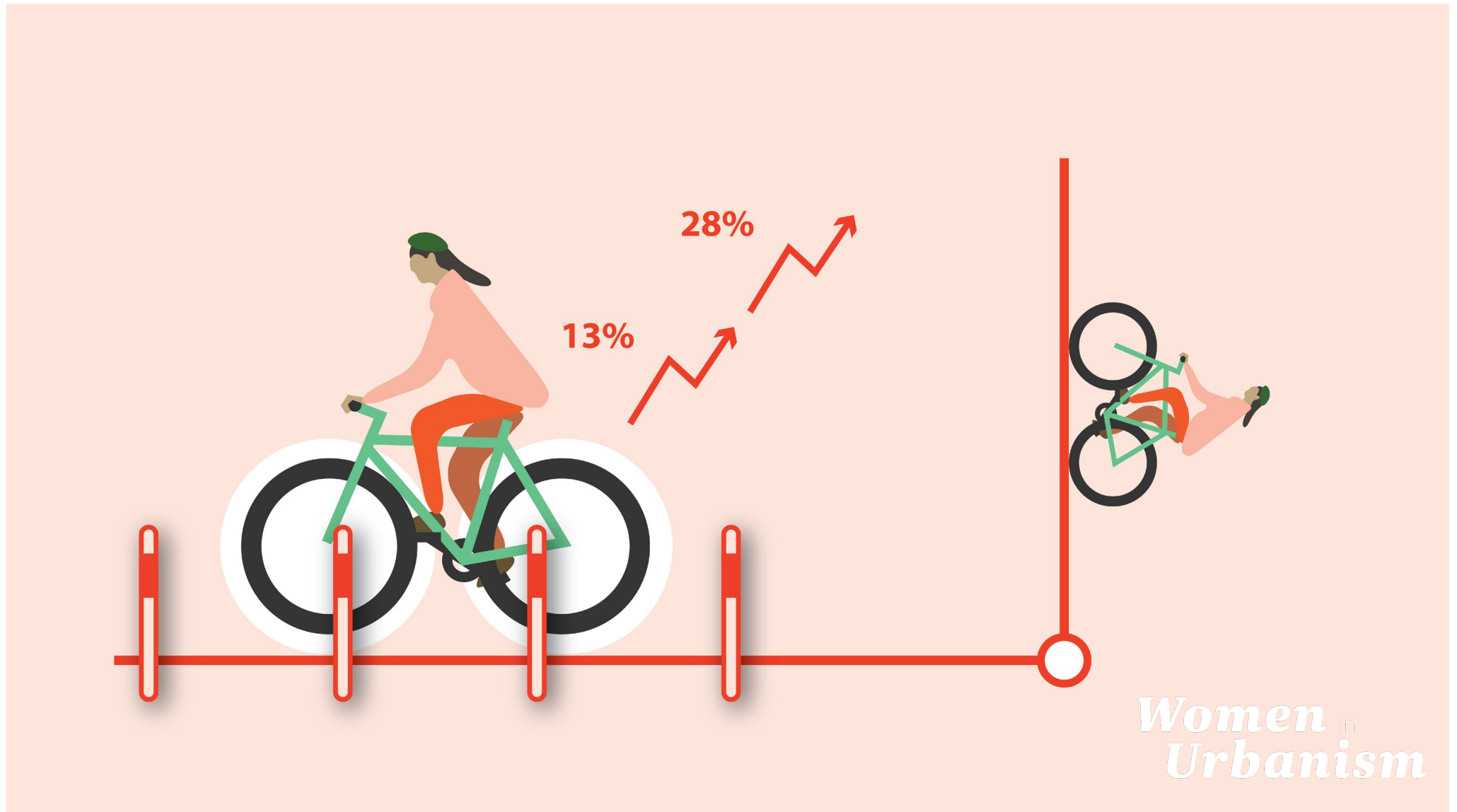


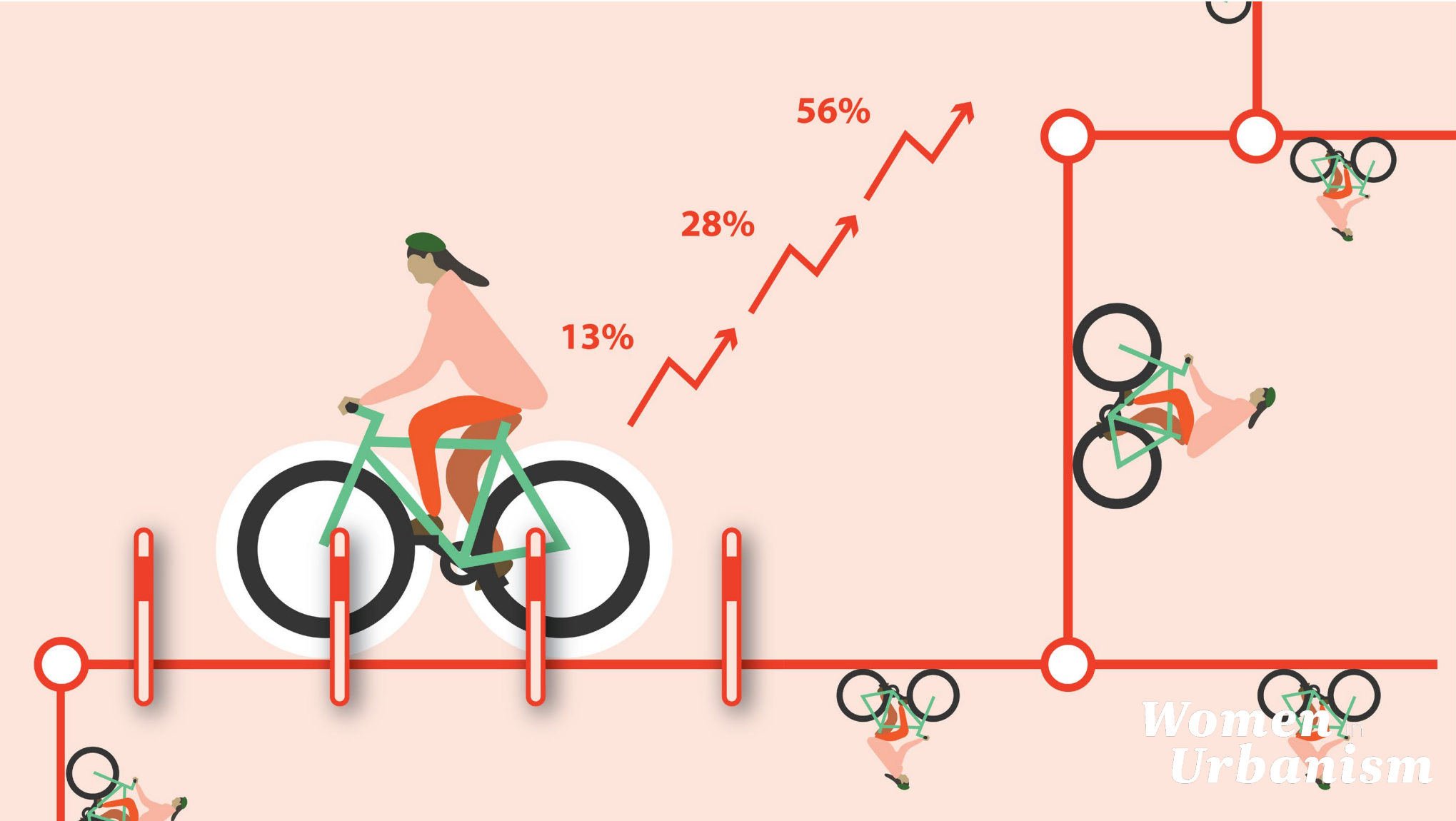


And we're only just getting started!



Women in
Urbanism





Women in Urbanism

Streets are *public spaces*



More people on bikes is more space for all

HOME

ABOUT

EVENTS

PAST EVENTS

CAMPAIGNS

CONTACT

Get in
touch!

Women in Urbanism



www.womeninurbanism.org.nz
womeninurbanismnz@gmail.com



29 March 2023

WCC
Thorndon Connections Proposal

This submission is made by the Wellington District Council of the New Zealand Automobile Association (AA).

1. The District Council represents over 200,000 members. We have many members living in the suburbs of Thorndon, Wadestown and Northland who are likely to be affected by this proposal. Although we are an organisation representing motorists all of our members are on occasions pedestrians and an increasing number are cyclists. We recognise and support the objective of creating safe transport improvements for all road users and particularly support well-designed cycle lanes.
2. We also recognise that Wellington's topography and often narrow streets make it difficult to install separate cycle lanes without causing significant effects to residents, businesses and local communities. Consequently, we support, and strongly recommend to the WCC, a balanced approach to transport changes including cycle lanes. We recognise the need for mode shift but this should not be implemented without careful consideration of the consequential effects.
3. In developing this submission, the Association has engaged closely with the Thorndon Residents' Association to get their perspective on local impacts, as their insights on the WCC's consultation with affected residents and businesses in the area. We would like to acknowledge their support.
4. Regrettably, there are several aspects of the proposed cycleways in Murphy/Mulgrave and Molesworth Streets that cause considerable concerns from a safety perspective.
5. Our biggest safety concern is the proposed bidirectional cycle lanes in Molesworth Street from Aitken Street to Lambton Quay. This street has been one way for many years and pedestrians and users of active forms transport crossing the road and vehicles exiting the two driveways will not expect to meet a cyclist heading downhill contra flow. We note that the Multi Criteria Analysis gave the same ranking to a cycle lane going the full length of Mulgrave Street onto Thorndon Quay. As this route removes the high risk bidirectional route we recommend if a cycleway is constructed that this route be adopted. This would also allow the angle parking to remain in Aitken Street, which has the highest parking percentages over the working day.

Recommendation 1: In the interests of safety introduce the cycleway along the alternate route running the length of Mulgrave Street.

6. There are multiple small businesses on Molesworth, Murphy and Mulgrave Streets most of which depend on short term parking on the street for customers. We are concerned that the removal of 146 metred street car parks may result in some businesses closing. Such an outcome would not appear to be consistent with the WCC's commitment to be a "business friendly city", as defined in its draft Economic Wellbeing Strategy. We note that on Tinakori



Road one of the businesses has recorded a 50% drop in turnover since the parking outside was removed as part of the safety improvements. To avoid this happening to Molesworth and Murphy/Mulgrave small businesses we suggest peak hour bike lanes be used as per the Austroads Guidelines (enclosed). There are several peak hour bike lanes in use in South Australia and Brisbane. In our view peak hour bike lanes would be a win-win solution for Thorndon, as they would allow off peak parking yet still provide bike lanes in the morning and evening peaks. We suggest that Murphy/Mulgrave streets have peak hour cycle lanes from 7am to 9am and Molesworth Street from 3pm to 6pm.

We acknowledge that currently peak hour bike lanes are not allowed in New Zealand. However, as this is a minor legislative change (similar to peak hour bus lanes) we understand the Minister of Transport has the power to implement this change.

Recommendation 2: In the interests of the livelihood of the small businesses in the area adopt the peak hour bike lane model that has been successfully implemented in South Australia and Brisbane.

7. We note that both Molesworth St and Murphy/Mulgrave Street are main arterial routes with both routes accessing the urban motorway and Thorndon/Wadestown. We are concerned with the proposed construction zone for 61 Molesworth St which will reduce Molesworth Street to one traffic lane for 2 or 3 years. This route carries over 9,000 vehicles per day most of which travel in the evening peak. We doubt whether one lane can carry the evening peak which will cause congestion including the buses travelling to Wadestown. To improve this situation we wondered if the construction zone could have a peak hour clearway requirement? Most construction sites only have deliveries in the morning so a peak hour clearway would in our view be a win-win solution.

Recommendation 3: In the interests of avoiding further congestion and delays in the central city during peak periods, set a peak hour clearway requirement on the 61 Molesworth Street construction zone.

8. Our next concern is the proposed bike lane in Murphy Street crossing the exit and entry lanes for the busy New World supermarket. We do not consider the high use driveway treatment will eliminate the risk of a car hitting a cyclist coming downhill in the right hand lane. We are surprised this busy exit/entry was not identified as a safety risk in the safety audit. Perhaps a better solution would be for the bike lane to cross to the left hand side of the road just uphill from New World? Less confident cyclists could use the traffic light pedestrian crossing in Murphy Street.

Recommendation 4: In the interests of cyclist safety investigate alternate options to the proposed lane crossing the exit/entry lanes to the New World supermarket carpark.

9. Also, we question the need for a ban on right turns from Murphy Street into Pipitea Street. The amount of traffic going into and out of New World supermarket is about 3 times the number of cars turning into Pipitea Street. If high use driveway markings are considered a safe solution at New World surely a signage/painted road solution could be designed for Pipitea Street junction? If we are trying to reduce emissions, it does not make sense to force motor vehicles to travel a longer distance than they currently travel.

Recommendation 5: In the interests of efficient road use and traffic flow to avoid unnecessary carbon emissions drop the proposed ban on right turns from Murphy Street into Pipitea Street and explore a road marking solution.



10. We understand the rationale for installing 4 raised pedestrian crossings in Tinakori Road, Hill St, Murphy St and Molesworth St and support the installation in Hill Street as this is a relatively narrow low speed street. However, the other 3 crossings are on arterial routes with buses and commercial vehicles. Bus passengers will be inconvenienced crossing raised platform crossings. As WCC have advised there have been no pedestrian accidents at any of these pedestrian crossings we question if there is a genuine need for the 3 crossings on the above streets.

Recommendation 6: In the interests of efficient road use and traffic flow, and comfort for users of public transport, proceed with the installation of the raised pedestrian platform on Hill Street only as there is no demonstratable evidence to suggest raised pedestrian platform are required at the other three sites.

Alternatively, if raised pedestrian crossings are considered essential, we request that the 3 raised crossings on arterial routes be limited to 75mm high with a slope each side of 1 in 20.

We thank you for the opportunity to make a submission on the Thorndon Connections proposed safety improvements and wish to present our submission in person to Council.

Yours sincerely

Geordie Cassin
Chair, NZAA Wellington District Council

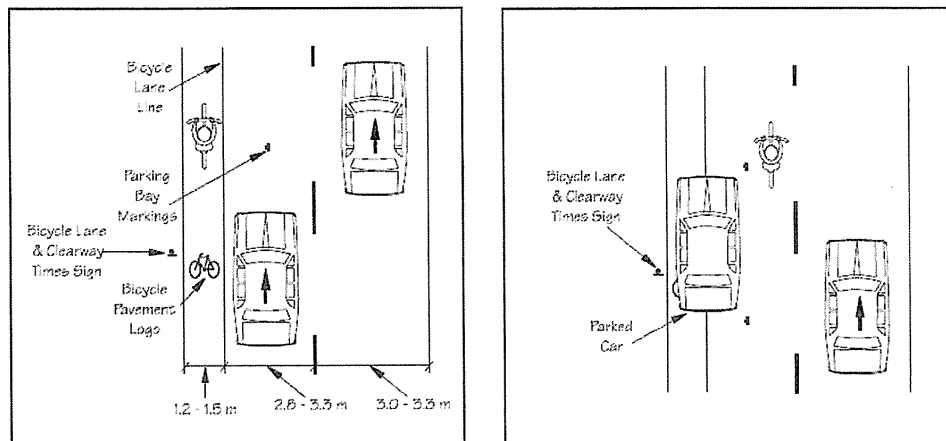
**AGRD
03**
S 4.8.8

4.3.10 'Peak Period' Bicycle Lanes

'Peak period' bicycle lanes are common on roads designated with clearways. The restriction of parking during peak traffic periods usually coincides with peak cyclist numbers. On roads where the adjoining land use is predominantly residential, the installation of bicycle lanes during peak periods can be a compromise between the adjoining residents' desire for on-street parking and cyclists' need for designated road space. Parking restrictions should coincide with peak traffic conditions (i.e. outside of working hours or outside of school hours) to provide an exclusive bicycle lane when it is most needed. The operation of this type of lane is illustrated in Figure 4.14.

Peak period bicycle lanes should only be used when no other option is possible. Often the carriageway layout is such that during off-peak periods, cyclists have to contend with stressful and potentially hazardous conditions when cars are parked at the kerbside. It is important in the design of the bicycle lane that conditions for cyclists are assessed for different periods of the day.

Figure 4.14: Operation of peak period exclusive bicycle lane during and outside clearway times



Source: VicRoads (1999).

Google Maps 114 Sylvan Rd Brisbane- Peak hour cycle lanes



Toowong, Queensland
Google Street View
Sep 2022 See more dates



Presentation to the **WCC Regulatory Processes Committee**

Traffic Resolution 63-23 - Thorndon Connections
Monday 24 April 2023

SITUATION

Our community understands the concerns about cycling safety

- Compared to the rest of the city, the area of Thorndon covered by this TR **is safe** for cyclists
 - Thorndon is not a priority for protected cycleways due to **safety**
 - Focus on other city roads first
- We do have an issue with **pedestrian safety**
 - made worse by this proposal
- A **clear majority** of submitters are telling WCC that what's proposed in this part of Thorndon is not going to work
 - not needed
 - not what is wanted (focused on the wrong problem)

Thorndon Connections Project – Cyclist Accidents



Thorndon Connections Project – Pedestrian Accidents





A **safer**, nimbler, **greener** Ride
from
Mulgrave St to Lambton Quay

400m either way.

Green is easier for everyone.

The 400m of Aitken/Molesworth St route (**brown**) is complex, more hazardous, & very disruptive.

The 400m Mulgrave/Bunny St route (**green**) is simple; downhill all the way, and Bunny St west already contributes 100m of existing cycle-friendly riding.



Murphy Street

It's all
Downhill
(+ a
prevailing
tail wind)
... to
Thorndon
Quay,
Bunny St &
Featherston
St

Cyclists need
LH lane for the
schools,
summer pool,
etc

Cyclists need
RH lane for the
Medical Centre,
pharmacy,
groceries, etc

<https://www.transportprojects.org.nz/current/thorndon-connections/project-details-2/>



Murphy St - NW Thorndon driveway

Challenging intersections

- drivers need pull onto the pavement to observe traffic
- downhill cyclists near the curb are more likely to be obscured
- cycle speeds are difficult to judge
- also an intersection opposite (pool)

Poor sight lines

- pedestrians obscured from view
- pedestrians can obscure view of cyclists riding near the curb

Limit the speed to 30kph

Add sharrow markings to support cycling in the lanes (rather than beside the curb)





Murphy Street

Make it safer:



Sharrow markings

<https://www.transportprojects.org.nz/current/thorndon-connections/project-details-2/>

Please stop regulating **alluring traps** that channel **vehicles (cycles)**

- onto the Left Hand side of buses
- where people and children wait for buses
- where pedestrians disembark from buses

The design is inherently hazardous.
Well documented overseas.

The Association asks the Committee not to approve the installation of these traps proposed for the Thorndon Connections

furthermore

to initiate a process to remove the hazardous experimental bus platform that is currently causing considerable problems in Tinakori Rd.



Murphy / Mulgrave

Cyclists have **TWO** good reasons to need to use **EITHER** lanes

1. **RH lane** >>> to ride to
St Pauls Shops - Thorndon Medical Centre, Pharmacy, NZ Post Shop,
National Library, Justice Centre, Parliament
[**BUT the proposal has NO RH TURN INTO PIPITEA ST !!**]
1. **LH lane** >>> to ride to
The 3 x schools, Archives NZ, Thorndon Quay, Railway Station, Waterfront,
Featherston St

It's **significant** that none of this is on level terrain

- downhill
- prevailing wind is a tail wind

'Protected' cycle lanes are a misnomer. They become dangerously *'constraining'*

The proposal has a narrow 'protected' cycle lane against the RH curb
Murphy St's gradient fundamentally contributes to it being unsafe to be pace
making on two wheels in that position on this street.



Process failure

The entire city was invited to ‘speak’ to this Committee

But no prior consultation on the **design details**, and viable **options**, was provided to most *affected persons* in the area.

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard on 12 April.

We will contact you to arrange a time for you to speak to Councillors in support of your submission

No Yes If yes, please provide your contact number:

Are you providing feedback as: An individual On behalf of an organisation On behalf of a primary or secondary school

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

15 March 2023

Kia ora Thorndon Residents Association

Stakeholder Engagement

Thank you for your request made under the Local Government Official Information and Meetings Act 1987 (the Act), you requested the following information:

1. Key stakeholders in the area who have had discussions (consultation) concerning 'STREET LAYOUT DESIGN DETAILS' i.e. consulted on ALL the known DETAIL of the street layout proposals in the area.
2. Who, among the key stakeholders in the area, was consulted on STREET LAYOUT DESIGN DETAILS? Some examples of the manner in which such DESIGN DETAIL was provisioned to these stakeholders would be appreciated please.

Wellington City Council has granted your request for information. Please see the below.

1. Of the below stakeholders, those highlighted in yellow have been met with (either online or in person) to show the detailed designs for the specific area they are in, not the whole route. This was to seek feedback in relation to their experience of that area and ask questions to further refine the design.
2. We present the overall bike network introduction and then discuss on screen the overall project area and the details we are proposing around the specific stakeholder's premises.

Please note, we may release our response to your request.

Thank you again for your request, if you have any questions, please feel free to contact me.

Kind regards

Claudia Holgate

- ACC
- Accessibility Advisory Group
- Archives NZ
- Armstrong and Thompson
- Aroy Thai
- Bali Riches Spa and Massage
- Beca
- Belleera Hair Design
- Box Hill Boutique
- Cafe 93
- Cafe Classic
- Capital Dental Thorndon
- CC and M Architects
- CCDHB
- Cellar Vate
- Chapman Taylor Inn and Cafe
- Contium Consulting Group
- Counselling and Psychotherapy Associates
- Department of Internal Affairs
- Dry Cleaning and Laundry
- E3 Recruit
- East Day Spa
- Embassies and High Commissions:
 - Thailand
 - USA
 - Cook Islands
 - Solomon Islands
 - Fiji
 - India
 - United Kingdom
 - Netherlands
 - Argentina
 - Sweden
- Niue
- Turkiye
- Everest Cafe
- Fire Service
- Foodstuffs
- Frame
- Government Ministries and Departments
- GWRC
- Hair Spa Wellington
- Heritage New Zealand
- High Court
- Hula New Zealand
- Intilecta Centre
- La Petit Chocolatier
- Landlords and residents
- Leafee
- Lunchbox Cafe
- Maggies Hair Design
- Mariluca Ristoro
- Metlink
- Mian Bar
- Ministry of Health
- Ministry of Justice
- Mojo
- Molesworth House
- National Library of NZ
- Natures Florist
- New World
- New Zealand Rugby
- NZ Post
- Oviedo Cafe
- Panache
- Parliament
- Pipitea Mews
- Police
- Port Nicolson
- Rail and Transport Union National Office
- Red Cross

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Royal Society Te Aparangi
- Sakura Sushi
- Schools and School Boards
- Sercombe and Matheson Opticians
- Shamrock House
- Starfish Fish and Chips
- Subway
- Taxi Services
- The Backbencher
- The Dwellington
- The Summit
- Thistle Inn
- Thorndon Chippery
- Thorndon City Shop
- Thorndon Medical Centre
- Thorndon Pharmacy
- Thorndon Residents Association
- Thorndon Summer Pool
- Unichem Pharmacy
- Victoria University
- Wadestown Residents Association
- WCC Advisory Groups
- Wellington Cathedral of St Paul
- Wholly Bagels
- Wilson Car Park

<https://fyi.org.nz/request/21683/response/82904/attach/2/Thorndon%20Residents%20stakeholder.pdf>

Wellington City Council
PO Box 2199
Wellington 6140
New Zealand
Phone +64 4 499 4444
Fax +64 4 801 3138
Wellington.govt.nz

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PO Box 2199
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Wellington.govt.nz

<https://fyi.org.nz/request/21683-copies-of-bike-network-thorndon-connections-plans-i-e-current-versions-of-the-detailed-layout-drawings#incoming-83599>

LGOIMA Seeking evidence of quality of CONSULTATION

From: BUS: Assurance
Wellington City Council

April 03, 2023

Tēnā koe

Thank you for your email dated 1 April 2023 following up on our response to your previous request.

We have logged this as a new request and will manage this under the Local Government Official Information and Meetings Act 1987 which requires us to provide a decision as soon as possible, but no later than 3 May 2023, being 20 working days of receipt.

The reference number for your request is IRC-4665.

Please contact us if you have any further questions.

Kind regards

The Assurance Team

Flawed Options Analysis

‘Obvious’ desirable options didn’t even get evaluated by WCC:

Section 5: Molesworth, Mulgrave, and Murphy streets

Option 1 - Protected bike lane in each direction on the right side of these streets

Option 2 - Two-way bike lane along the full length of Molesworth Street on the right side

Option 3 - Protected bike lanes in both directions, with a section of two-way bike lane on the right side of the lower part of Molesworth Street to connect to Lambton Quay.

In this section, our preference is option 3 - with protected bike lanes in both directions and a section of two-way bike lane on the right side of the lower part of Molesworth Street. It provides greater bike network connectivity than option 1, with the two-way bike lane on lower Molesworth Street meaning people on bikes can take a shorter route to Lambton Quay and The Terrace, avoiding major intersections, and connecting into the Golden Mile.

Option two was discounted because there was insufficient road width and it created issues with connectivity.

The right side of Molesworth and Mulgrave streets were chosen for the separated bike lanes, as the other sides presented too many safety concerns, including the volume of vehicles at the motorway on and off ramps, alongside other conflicting elements such as a construction loading zone and bus stops.

<https://www.transportprojects.org.nz/current/thorndon-connections/the-options-we-considered-2/>

Incomplete, out-of-date *Road safety and accessibility audit*

<https://www.transportprojects.org.nz/current/thorndon-connections/supporting-documents-2/>

- It's a review of the December drawings
- Report did not even evaluate obvious conflicts e.g. very complex transitions at the busiest high use driveways in the entire suburb i.e. the NW Thorndon supermarket
- Members feel hoodwinded; the '*consultation*' is a sham; very poorly executed for the folk/entities impacted most in Our Place ... Thorndon.

Road safety and accessibility audit

This is an independent review of the proposed plans

[Thorndon connections 90% Road safety audit Final \(1.6 MB\)](#)

Impact on Ratepayers

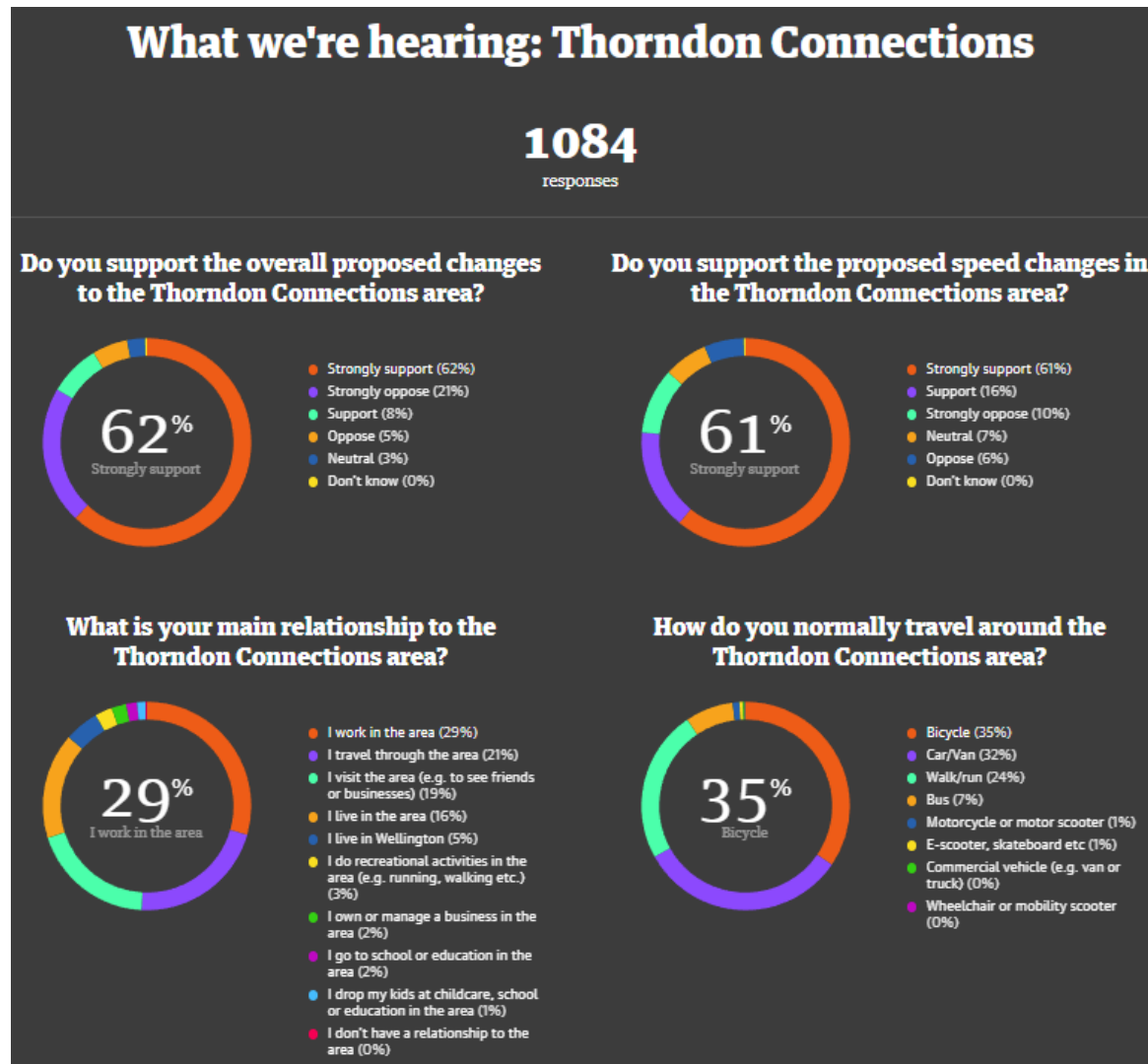
"... when a site gets too difficult (and expensive) to access, we will turn the work down."

A Tradie

This wasn't about terrain per se, it was about **curbside parking** outside sites.

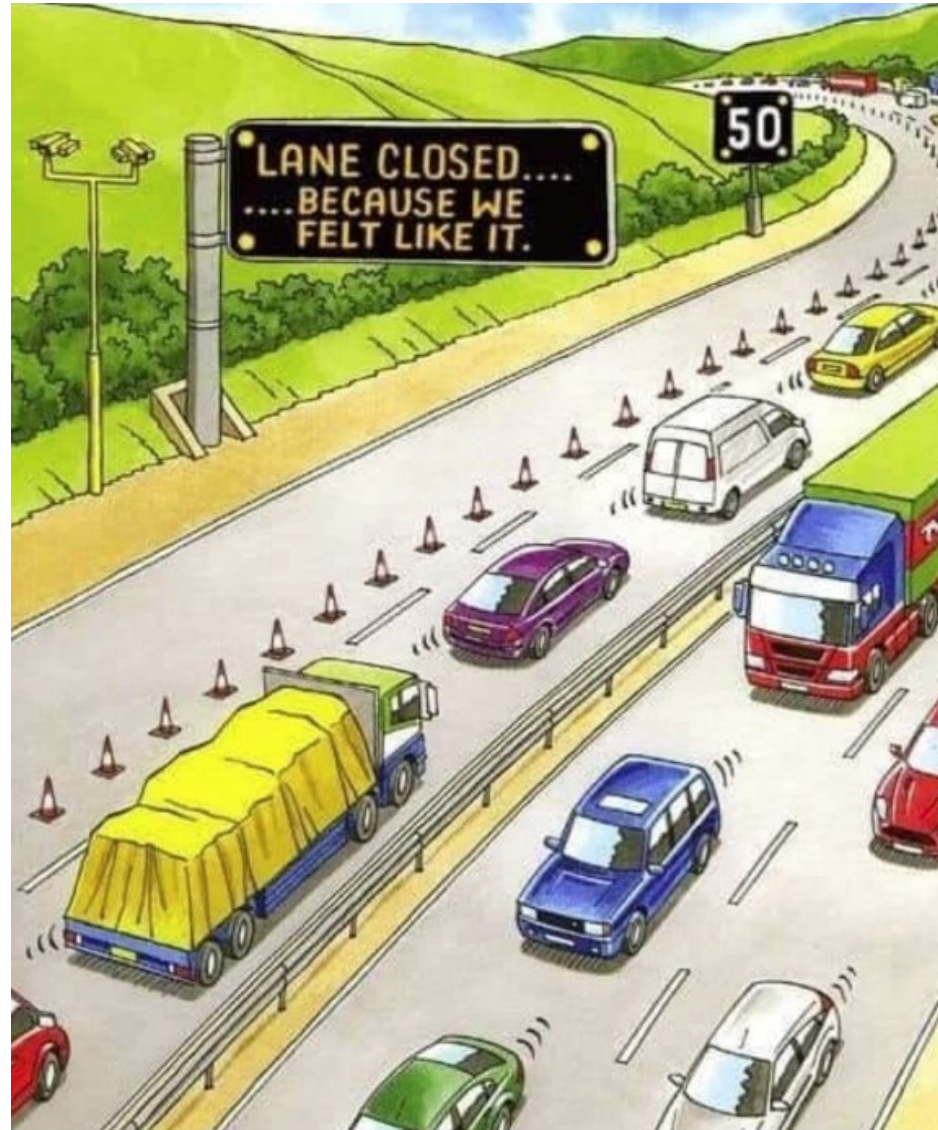
It was explained that sometimes they (or their clients - ratepayers) have to purchase parking outside their properties for the duration of the project. Apparently the costs imposed by Council can be 'horrendous' (esp. on renovations, home repairs (etc) on a longer timescale.)

(“ it's like paying our rates twice!! ... some might term this usury!”)



More submitters chose not to use this WCC platform with its leading questions & other flaws.

Pertinent consequences of the proposal were not highlighted.





Destination KRL Submission to Wellington City Council

Re: Kilbirnie Connections Proposals

Who is making this submission?

This submission is made on behalf of Destination KRL (KRL Business Association Incorporated), representing the business interests of Kilbirnie, Rongotai, & Lyall Bay.

What does this submission seek?

1. Cycle ways not to be introduced on Onepu Road, due to the negative impact on local businesses.
2. Cycle ways to be planned and introduced on lanes completely separate to the road in Kilbirnie, Rongotai and Lyall Bay, given the flat topography and alternative routes available.
3. If the proposed Kilbirnie Connections plans proceed, clear safety warning signs are installed for all cycle lane and road users, especially at the northern end of Onepu Road.
4. Tree-planting along Onepu Road and other KRL areas is needed to assist with wind mitigation.
5. Public transport services in Kilbirnie, Rongotai and Lyall Bay need immediate improvement.

Is an Oral Submission to WCC requested?

Yes.

Purpose of Destination KRL

Destination KRL represents business owners and operators in Kilbirnie, Rongotai and Lyall Bay, including the interests of our customers and clients, most of whom travel to our area from elsewhere in Wellington. Our purpose is to promote profitable and successful businesses that are well-supported by both the local population and visitors from wider Wellington. Our aim is to create a unique, strong and vibrant community that fosters new development and embraces change. It's a place where we want people to aspire to work, live and play. It's the place our future generations will want to be a part of, a place that sets an international benchmark for achieving balanced living in a 21st century city fringe suburb.

Destination KRL embraces planning for potential population growth in Wellington over the next 30 years, including resident population growth in Kilbirnie, Rongotai and Lyall Bay. The intensification of housing required to house this population increase, combined with Let's Get Wellington Moving's bus rapid transport plans for Wellington's eastern suburbs including a major transport hub in Kilbirnie, create great opportunities for our three suburbs. We embrace a growing area with new and improved transport options to help our people move easily around KRL, as well as to and from other areas of Wellington. We understand the need to reduce carbon emissions and live as sustainably as possible.

Our Topography lends itself to multi-modal transport

One of the many advantages of transiting around Kilbirnie, Rongotai and Lyall Bay is the flat topography. This lends itself to walkability and increased use of cycling, e-bikes and e-scooters in addition to car travel. We know from studies of other cities that have successfully developed increased transport options (walking, cycling, public transport), visitation to town centres and turnover generally improves with increased transit options, as long as it is planned and implemented in the right way.

We are familiar with the various design options WCC considered in formulating the proposed Kilbirnie Connections plans. We understand that with all modes of transport including walking and cycling, people will choose the route that offers the quickest and most direct route. Successful towns and cities don't happen by chance but as a result of good planning based on long-term vision and co-ordinated implementation. Based on overseas experience, KRL is the perfect place for a network of integrated walkways and cycle ways completely separate from our roads. We know alternate modes of transport can be incredibly successful in KRL if they are carefully planned for. Proposing separated cycle ways on the side of existing roads is a short-term plan that does not plan for long-term success, and negatively impacts on KRL's businesses, residents, and visitors to our area.

How Important are Business Interests to WCC in this proposal?

Destination KRL has provided feedback many times to WCC over the last two years advising our opposition to the introduction of cycle ways on existing roads, due to the negative impact on local businesses from loss of vicinity car parks and increased safety concerns. BIDs have been formed by WCC to improve local business. As per WCC's website outline on BIDs, BID businesses "decide and direct what they want in their area. Businesses are represented and have a voice in issues affecting their trading area".

Destination KRL as a WCC BID does not believe WCC has meaningfully listened to the KRL business community in the proposed Kilbirnie Connections plans given the negative impact on local businesses from the proposed street, car park and footpath changes.

Business Impact from loss of Car Parks

Destination KRL exists to ensure the ongoing business success in Kilbirnie, Rongotai and Lyall Bay. The combined negative effects of the Covid-19 epidemic, rising cost of doing business, current economic headwinds and the threat of recession all pose an existential threat for our commercial members. We are wary and oppose any further actions that may impact on the commercial viability of our member businesses. We have seen the introduction of cycle ways in many cities including Wellington has negatively impacted the viability of many businesses due to the removal of car parks denying close proximity of car parking to businesses.

We have a very high proportion of inbound retail visitors to the KRL area accessing by car our large grocery stores and Chemist Warehouse in Kilbirnie, and the 'big-box' retail outlets in the Rongotai retail park. Ongoing accessibility by customers using private vehicles to these businesses is vital. The overwhelming feedback we have received from Destination KRL members is their concern of losing car parks next to or close to their business as part of the proposed Kilbirnie Connections road changes. This is particularly the case at the north end of Onepu Road between Rongotai Road and Coutts Street and for the smaller businesses further south on Onepu Road. Losing car parks off Onepu Road will have a major impact on these businesses.

Our preferred option is cycle lanes are completely separate from the road. Our flat land provides alternatives to cycle lanes on roads and these should be considered as the optimal long term end-goal to strive for. We anticipate cycle and scooter use will increase at a greater rate than other parts of Wellington due to our flat topography. The immediate goal of WCC in introducing alternate travel options should be to introduce and further develop the length and use of off-street cycle lanes in Kilbirnie, Rongotai and Lyall Bay including the Leonie Gill Pathway so they provide a compelling alternative to cycling on road cycle lanes. They need to be multi-user friendly and connect with purposeful locations and destinations; retail areas, schools, and recreation sites.

Let's Get Wellington Moving's plan to include Kilbirnie as a major interchange hub for the eastern suburbs' bus rapid transport route heightens the need to plan for cycle lanes separate to roads, given the expected increase in people using bikes to commute to and from home to the the BRT hub in Kilbirnie.

Safety Needs to be Paramount

If WCC proceeds with the proposed street, car park and footpath changes proposed in Kilbirnie Connections, safety needs to be paramount. The introduction of the separated cycle lanes on both the east and west sides of the northern end of Onepu Road raises major safety concerns for turning traffic. This is an area of very high car, truck and bus traffic turning on and off this section of Onepu Road from both sides of the street. E-bikes now enable cyclists to travel much faster than people have been used to in the past. Clear 'slow speed area' warning signs are needed for crossing traffic in this area, warning both cycle lane users as well as motorists.

The intersections of Tacy & Kemp Streets, Salek & Coutts Streets, and Tirangi Road & Coutts Street have high numbers of large vehicles turning which need more space in the interests of safety.

Weather Mitigation

On top of Wellington's 'variable' weather, Kilbirnie, Rongotai and Lyall Bay are high wind zones which is not conducive to cycling. If this proposal proceeds as is, trees should be planted on the footpaths alongside the cycle lanes, as per Te Whiti Street to reduce the impact of wind on cyclists, assist with storm water run-off, and help beautify the area.

Alternate Transport Options Need to be Improved

A goal of the Kilbirnie Connections proposal is more people making more trips in fewer vehicles. If public transport is being proposed as a viable alternative to private car use it needs to be fast and reliable. Currently the public bus transport available to people travelling to, from and around KRL is neither. In May 2019 Metlink made a presentation to the Kilbirnie, Rongotai & Lyall Bay Residents Association acknowledging there were ongoing problems with late and cancelled services, and these issues would be addressed by the end of 2019. It is now four years later and these major issues preventing more uptake of public transit persist. For business success we need a fast and reliable public transport service that makes travelling to and from Kilbirnie a pleasure, not an ordeal. This needs WCC and Greater Wellington's heightened attention given the lack of progress over the last four years.

Thank you,

Steve Walters,
General Manager, Destination KRL
29 March 2023