

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Minutes

9:30am Thursday, 6 April 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Wellington



**PRESENT**

Mayor Whanau

Councillor Abdurahman

Councillor Calvert

Councillor Free (Chair)

Pouiwi Hohaia

Councillor McNulty (Deputy Chair)

Councillor Paul

**IN ATTENDANCE**

Councillor Chung

Councillor Matthews

Councillor Pannett

Councillor Randle

Councillor Young

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson declared the meeting open at 9:31 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 Pouwi Kelly for absence, Councillor Free and Councillor Paul for early departure.

**Carried**

### 1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

### 1.4 Confirmation of Minutes

**Moved Councillor Free, seconded Holden Hohaia**

#### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 16 February 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.

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## **1.6 Public Participation**

### **1.6.1 Peter Lambrechtsen**

Peter Lambrechtsen on behalf of Donald Crescent cul-de-sac Residence addressed the meeting regarding agenda Item 2.1 Traffic Resolutions: TR48-23 - Donald Crescent.

### **1.6.2 Barry Young**

Barry Young addressed the meeting regarding Item 2.1 Traffic Resolutions, TR 47-23 Elliott Street.

### **1.6.3 Kerryn Fowlie & Carrick Lucas**

Kerryn Fowlie addressed the meeting regarding Item 2.1 Traffic Resolutions, TR48-23 - Donald Crescent.

### **1.6.4 Janet Boutel**

Janet Boutel addressed the meeting regarding Item 2.1 Traffic Resolutions, TR48-23 - Donald Crescent.

### **1.6.5 Mandy Britnell**

Mandy Britnell addressed the meeting regarding Item 2.1 Traffic Resolutions, TR48-23 Donald Crescent.

### **1.6.6 Alex Dyer**

Alex addressed the meeting regarding Item 2.1 Traffic Resolutions, TR18-23 Kent and Cambridge Terrace, TR60-23 Cable Street and Oriental Parade intersection.

### **1.6.7 Raewyn Hailes**

Raewyn Hailes on behalf of CCS Disability Action Wellington addressed the meeting regarding agenda Item 2.1 Traffic Resolutions, TR30-23 Adelaide Road, Newtown, TR29-23 Frankmoore Avenue, Johnsonville – Time limited parking; mobility parking changes, TR31-23 Cuba Street, Te Aro.

### **1.6.8 Leeann Kilshaw**

Leeann Kilshaw addressed the meeting regarding Item 2.1 Traffic Resolutions, TR59-23 Ottawa Road, Ngaio.

### **1.6.9 Andrew Kosmadakis**

Andrew addressed the meeting regarding Item 2.1 Traffic Resolutions, TR64-23 John Sims Drive, Broadmeadows.

### **1.6.10 Ingrid Downey**

Ingrid on behalf of Dwell House addressed the meeting regarding Item ,2.3 Development Contributions Remission Request For 49 Coutts St (Sr487694) And 35 Onepu Street (Sr 525729).

### **1.6.11 Kim Truscott**

Kim Truscott addressed the meeting regarding Item 2.1 Traffic Resolutions.

## **Attachments**

- 1 1.6.1 Peter Lambrecht
- 2 1.6.2 Barry Young
- 3 1.6.4 Janet Boutel
- 4 1.6.8 Leeann Kilshaw

(Councillor Free left the meeting at 10:51am.)

(The Chairperson vacated the chair in favour of the Councillor McNulty the Deputy Chairperson at 10:51am).

**Secretarial note:** In accordance with standing order 19.1, the chairperson accorded precedence to some items of business and announced that the agenda would be considered in the following order:

Item: 2.3 Development Contributions Remission Request For 49 Coutts St (Sr487694) And 35 Onepu Street (Sr 525729)

Item: 2.1 Traffic Resolutions

Item 2.2 Proposed Road closures

Item 2.4 New Ground Lease - Johnsonville Rugby Football Club Incorporated

Item 2.5 Actions Tracking

Item 2.6 Forward Programme

The meeting adjourned at 10:50am and resumed at 11:18am with the following members; Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor McNulty and Pouwi Hohaia.

## **2. General Business**

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### **2.3 DEVELOPMENT CONTRIBUTIONS REMISSION REQUEST FOR 49 COUTTS ST (SR487694) AND 35 ONEPU STREET (SR 525729)**

**Moved Councillor McNulty, seconded Councillor Abdurahman**

#### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Note the provisions at clause 2.6 of the Development Contributions Policy 2015-16 and clause 9.22 of the Development Contributions Policy 2022 allowing the Council to agree to remit development contributions.
- 3) Review the remission request and consider using their discretion to remit development contributions.
- 4) Decide upon the appropriate level of remission, if any.

**Carried**



**Moved Councillor McNulty, seconded Councillor Abdurahman**

**Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Agree to full remission of \$100,235.

A division was called for, voting on which was as follows:

**For:**

Mayor Whanau, Councillor Abdurahman, Holden Hohaia, Councillor McNulty (Deputy Chair)

**Against:**

Councillor Calvert

**Absent:**

Councillor Free (Chair), Liz Kelly, Councillor Paul

Majority Vote: 4:1

**Carried**

The meeting adjourned at 11:38am and resumed at 11:43am with the following members; Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor McNulty and Pouiwi Hohaia.

The meeting adjourned at 12:16pm and resumed at 12:26pm with the following members; Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor McNulty and Pouiwi Hohaia.

## 2.1 TRAFFIC RESOLUTIONS

### Moved Councillor McNulty, seconded Councillor Abdurahman

#### Resolved

That the Koata 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) TR18-23 Kent Terrace and Cambridge Terrace, Wellington Central - full time bus lanes, with the bus lane operating from 7:00am to 7:00pm, 7 days a week, and no stopping at all times on Kent Terrace.
  - b) TR29-23 Frankmoore Avenue, Johnsonville – Time limited parking; mobility parking changes
  - c) TR30-23 Adelaide Road, Newtown - new layout for Bus Stop (#6418)
  - d) TR31-23 Cuba Street, Te Aro – mobility parking and loading zone change
  - e) TR32-23 Flers Street, Karori - No Stopping At All Times
  - f) TR33-23 Victoria Street, Te Aro – Loading Zone, At All Times
  - g) TR34-23 Nevay Road, Miramar - No Stopping At All Times
  - h) TR36-23 Strathmore Avenue, Strathmore – time limited parking
  - i) TR37-23 Townsend Road, Miramar – improvement to Bus Stops (#6283, #7283)
  - j) TR38-23 Newlands Road, Newlands – No Stopping At All Times; new Bus Stop marking (#3548, #3602)
  - k) TR41-23 Karepa Street, Brooklyn – No Stopping At All Times; Bus Stop markings (#6765, #6767, #7766, #7767)
  - l) TR45-23 Hawker Street, Mount Victoria – P10 time limited parking
  - m) TR46-23 Wakefield Street, Te Aro – extension of existing coach stop
  - n) TR47-23 Elliot Street, Johnsonville – No Stopping At All Times
  - o) TR48-23 Donald Crescent, Karori – No stopping At All Times
  - p) TR49-23 Rongotai Road, Kilbirnie – mid-block zebra crossing
  - q) TR50-23 Daniell Street, Newtown – change to time restrictions
  - r) TR51-23 Maupuia Road, Maupuia – formalise Bus Stops (#6252, #7252)
  - s) TR52-23 Ballance Street, Wellington Central – P10 loading zone
  - t) TR53-23 Bay Road, Kilbirnie – time limited mobility parking
  - u) TR54-23 Montgomery Avenue, Karori - No Stopping At All Times
  - v) TR56-23 Owen Street, Newtown – P10 time limited parking
  - w) TR57-23 Miramar North Road, Miramar - new layout for Bus Stops (#7244, #6244)
  - x) TR58-23 Somes Crescent, Newlands - new layout for Bus Stops (#3528, #3766)
  - y) ~~TR59-23 Ottawa Road, Ngaio – new layout for Bus Stops (#5449, #4449)~~
  - z) TR60-23 Cable Street and Oriental Parade intersection, Wellington Central - proposed shared path
  - aa) TR64-23 John Sims Drive, Broadmeadows – new layout for Bus Stop (#3834)
  - bb) TR65-23 Montgomery Avenue and Cathie Place, Karori – intersection improvements; Give Way control

**Carried**

**Secretarial Note:** The motion moved differed from the recommendation in the officers report. The changes are marked in red and strikethrough and were supported by officers.

## 2.2 Proposed Road closures

### Moved Councillor Calvert, seconded Holden Hohaia

#### Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to close the following roads for the event listed below to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports:

Anzac Day at Pukeahu Park Tuesday 25 April 2023 3.00am to 2.00pm

#### Road Closure

- Tasman Street (Pukeahu Memorial Park to Rugby Street)
  - Tory Street (Vivian Street to Pukeahu Memorial Park)
  - Frederick Street (No through traffic)
  - Martin Square (from Taranaki Street North and South)
  - No access from Martin Square to Tory Street
  - No access to Tory Street from Francis Place
  - Parking restrictions will be in place
- 3) Note that any amendments to the proposed recommendations may require further consultation with affected parties as well as verification from a Council traffic engineer that the amendment is not likely to result in an unsafe outcome for the public or an unreasonable impact on peoples' movement within, and around the event.

**Carried**

## **2.4 New Ground Lease - Johnsonville Rugby Football Club Incorporated**

**Moved Councillor McNulty, seconded Councillor Calvert**

### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Agree to grant a new ten-year ground lease with one right of renewal for ten years to the existing lease holder Johnsonville Rugby Football Club Incorporated pursuant to the Wellington City Council Lease Policy and the Reserves Act 1977.
3. Note that approval to grant leases on Reserve land is conditional on:
  - a. Public notification as required under section 119 and 120 of the Reserves Act 1977.
  - b. No sustained objections resulting from the above notification.
4. Agree that legal and advertising costs are met by the lessee (where applicable).

**Carried**

## **2.5 Actions Tracking**

**Moved Councillor McNulty, seconded Councillor Calvert**

### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

**Carried**

## **2.6 Forward Programme**

**Moved Councillor McNulty, seconded Councillor Calvert**

### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

**Carried**

# Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Minutes Attachments

9:30am Thursday, 6 April 2023  
Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

## **Attachments**

- 1 1.6.1 Peter Lambrechsten
- 2 1.6.2 Barry Young
- 3 1.6.4 Janet Boutel
- 4 1.6.8 Leeann Kilshaw



Representing “The Donald Crescent end of the cul-de-sac residents” in regards to:

## TR48-23 - Donald Crescent - No Stopping At All Times

This includes the following house numbers:

- 9 Donald Crescent
- 11 Donald Crescent
- 13 Donald Crescent
- 15 Donald Crescent
- 22 Donald Crescent
- 20 Donald Crescent (where Kerryn Fowlie also individually spoke in opposition to the TR48-23)

And we most definitely do not represent 18 or 14 Donald Crescent as they are in support of TR48-23.

Below is the reference information I mentioned during the presentation:

## How frequent are BYLs in cul-de-sacs?

The vast majority of all cul-de-sacs in the Karori and the wider Wellington region do not have any BYLs.

Street Name	BYLs	Berm	Link on Google Maps	
Hurman Street	No	No	<a href="#">Link</a>	
Tiro Street	No	No	<a href="#">Link</a>	
Versailles Street	No	No	<a href="#">Link</a>	
Voltaire Street	No	No	<a href="#">Link</a>	
Masefield Way	No	No	<a href="#">Link</a>	

121-127 Campbell Street	No	No	<a href="#">Link</a>	
Bourbon Terrace	No	No	<a href="#">Link</a>	This is a very street similar in length and width just around the corner.
Beavis Lane	No	No	<a href="#">Link</a>	
Baxter Way	No	No	<a href="#">Link</a>	
18 Shotter Street	No	No	<a href="#">Link</a>	
Selkirk Way	No	No	<a href="#">Link</a>	
Henderson Street	No	No	<a href="#">Link</a>	
Tisdall St	No	Yes	<a href="#">Link</a>	Has a berm where cars frequently park
Dasent St	No	No	<a href="#">Link</a>	
Scorian Close	No	No	<a href="#">Link</a>	
Spiers St	No	No	<a href="#">Link</a>	
Cook Street	No	No	<a href="#">Link</a>	
Ridd Crescent	No	No	<a href="#">Link</a>	
Beatty Ave	No	Yes	<a href="#">Link</a>	
Pimble Ave	No	Yes	<a href="#">Link</a>	
Natalie Way	No	No	<a href="#">Link</a>	
Percy Dyett Dr (side road)	No	Yes	<a href="#">Link</a>	
Appleton Pl	No	No	<a href="#">Link</a>	
Caldwell St	No	No	<a href="#">Link</a>	

Penlington PI	No	No	<a href="#">Link</a>	
Cathie PI	No	No	<a href="#">Link</a>	
Blakey Ave (upper)	Yes	No	<a href="#">Link</a>	Only for a small section of the avenue where it is impractical to park on either terrace
Donald Crescent	Yes	Yes		Extensive existing BYLs and resident painted BYLs
Pine Terrace	Yes	No	<a href="#">Link</a>	On the kerb side of the street rather than on the berm side
Paisley Terrace	Yes	No	<a href="#">Link</a>	Only at the very end of the street in the turning circle, and there is even tighter access on that long street.

This is only a small list of the cul-de-sacs in Karori, but the vast majority do not have any BYLs.



# Illegally installed BYLs

Current view as of March 2023 from 10 Donald Crescent up the crescent showing BYLs over the years:



August 2019: An additional BYL was added outside #5

<https://www.google.co.nz/maps/@-41.2885793,174.7431042,3a,75y,190.45h,83.76t/data=!3m6!1e1!3m4!1sn-YklgNsVECD46h2BFBEzA!2e0!7i13312!8i6656>



October 2013: Resealed the road, no BYLs outside #14

<https://www.google.co.nz/maps/@-41.2885842,174.7430969,3a,75y,155.51h,77.21t/data=!3m7!1e1!3m5!1sOTQUKeJMBhlpmmaJSMzpsA!2e0!5s20131001T000000!7i13312!8i6656>



November 2009: Can see resident painted BYLs outside #14, and the "25" has moved

[https://www.google.co.nz/maps/@-41.2885696,174.7430997,3a,75y,145.26h,68t/data=!3m7!1e1!3m5!1s0hdIU7J6J2CtsklwqhXH\\_g!2e0!5s20091101T000000!7i13312!8i6656](https://www.google.co.nz/maps/@-41.2885696,174.7430997,3a,75y,145.26h,68t/data=!3m7!1e1!3m5!1s0hdIU7J6J2CtsklwqhXH_g!2e0!5s20091101T000000!7i13312!8i6656)



April 2008: Multiple hand painted BYLs outside #14 different to next year

<https://www.google.co.nz/maps/@-41.2885784,174.7431026,3a,75y,156.58h,74.11t/data=!3m7!1e1!3m5!1sbD7ZtIDvE7TaqoaM6oxV3Q!2e0!5s20080401T000!7i3328!8i1664>



Resident painted BYLs

Notice last 3 lines are different shade?

**Fire Services are able to pass as this is them driving out of the cul-de-sac.**





# OIA request about the frequency that WCC rubbish is unable to be collected.

I submitted an OIA request to WCC on the 3rd of March in regards to the frequency that WCC operated services have been unable to access streets to pick up rubbish as per my request:

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Can the council provide details of the number of times Council operated rubbish and / or recycling trucks were unable to access streets and thus pick up rubbish / recycling due to parked cars in the last 2 years or if the statistics are easily available the further back you can go would be appreciated. Ideally this would focus in the Karori area but statistics on the wider Wellington region would be appreciated. A monthly or weekly breakdown or the most granular you can provide.

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Summary of WCC response of streets where rubbish was unable to be collected and the reason why:

Date	Location	Issue
24 August 2022	Birdwood Street	Large slip has closed the street so services are unable to get through
10 August 2022	Woodhouse Ave	Slip has closed the street so services are unable to get through
10 August 2022	Chamberlain Road	Slip has closed the street so services are unable to get through
16 February 2022	Paisley Terrace	Parked cars has prevented access
17 November 2021	Shirley Street	Road Works has prevented access
3 November 2021	Bourbon Terrace	Parked cars has prevented access
21 October 2021	Shirley Street	Access was blocked (not specified)

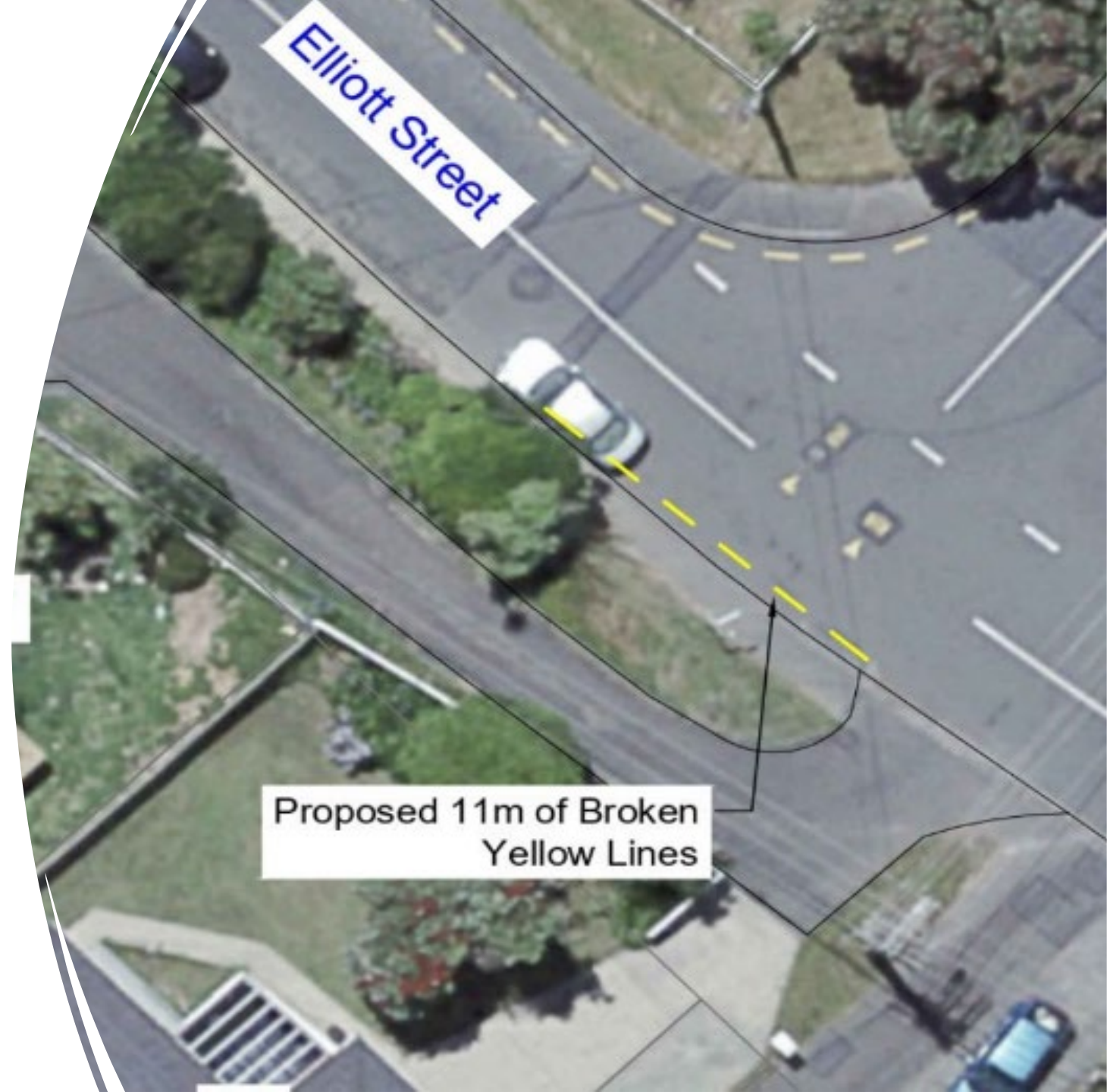
As above there was not an example where Donald Crescent had the WCC operated Rubbish or Recycling being unable to be picked up due to cars blocking access in the last two years or even a history of it happening on a frequent basis across the wider Karori region.



# TR47-23 Elliot Street, Johnsonville

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No Stopping At All Times  
Koata Hātepe



# Objections to proposal

- Net parking impact – removal of two unrestricted parking spaces. This only favours a small number of people as will be shown.
- Pedestrian impact – there will be a dramatic change to the use and ability of pedestrians (mostly Kindergarten parents) to drop off children and collect them.
- Removing at least 2 parking spaces will not make things better for anyone or easier. The kindy parents are still going to have to park somewhere. Some of them struggling with strollers and children or are also pregnant walking extra distance in the pouring rain does not make anything easier.

# Objections continued

- There have been no accidents or issues in the 10 years + that I have lived next door to the kindergarten at this junction.
- The busiest times are only for a brief period in the morning (before 9am) and afternoon (around 4pm). After this time the traffic is minor and not an issue at all – the junction itself is usually 99% free from traffic (in my experience living there for over 10 years opposite this junction I have never known it to be congested or jammed up)
- The average pick up and drop off time for the Kindergarten will increase and therefore cause more traffic congestion and build up and slow through put – this is a logical conclusion due to parents and children having to walk further they will inevitably take more time and be parked for longer.

# Reasons for the change are biased

Residents of properties no.25 to no.29b Elliott Street have expressed safety concerns for the driveway at these properties, which is located at the T intersection of Elliott Street and Kipling Street.

As previously stated there has never been an incident or serious accident at this junction in all the years I have lived there.

When drivers park close to this driveway, access to the properties is compromised and large vehicles have difficulty turning onto Kipling Street, which is a narrow road measuring approximately 6.2m.

This could be due to a nearby property using his property as a storage unit and has regular deliveries from articulated lorries during times when children are being dropped off. Pictures of this activity are at the end of the slides

To improve access to properties no.25 to no.29b and enable safer turning from Elliott Street onto Kipling Street, we are proposing to install 11m of broken yellow lines, so forward visibility issues can be mitigated.

Again. The reason why is primarily to benefit a neighbour who is using his property as a storage unit and has regular deliveries of large amounts of goods on pallets. This in itself could be dangerous to passing children. Also they are just dumping the old broken pallets on the side of the street hoping someone will come and collect them. Photos are at the end of the slide. And again this is not what a residential area should be used for.

# Large Van unloading

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- Large van unloading heavy pallets of goods during times when parents are also dropping off children to the kindergarten. Obviously if no one can park nearby it will benefit this neighbour greatly as the vans will be able to move in and out with ease.
- This is a very regular occurrence.



# Broken pallets being dumped on the street

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- As the goods are unloaded the broken or unused pallets are just left on the side of the street in the hope someone will pick them up to use.
- I was under the impression Elliott Street was primarily residential and not commercial.
- The use of the house next to the kindergarten is being increasingly used as a commercial enterprise. Obviously if the parking spaces are reduced it benefits the commercial property greatly and conveniences the kindergarten parents. The kindergarten has been there for many years without any issues what so ever. They are very good neighbours.



Proposal TR38-23 Donald Crescent - Janet Boutel.

How many of you have actually visited Donald Crescent?

Did anybody involved in this plan actually visit the street?

Our local councillor (Ray Chung) actually did visit Donald Crescent, so all credit to him.

For starters, the markings of existing lines on the council map of are wrong. If the council is going to start off a project in this manner, at the very least, existing information should be correct. (not all the existing yellow lines are marked.). Otherwise the whole plan becomes null and void.

Everybody seems to agree that it is important to maintain access to the turning circle, especially for service vehicles such as rubbish trucks.

There are two narrow "pinch-points" – outside No 14 and No 18. In both these places, vegetation has been allowed to grow on the council reserve land. No 14 has vegetation right up to the road asphalt and No 18 not as much.

One question is whether the Road reserve areas could be used to widen the street. The council's response was:

*"We have looked at the option of road widening, however, Donald Crescent does not have physical space for us to proceed with this change".*

This is obviously not true. This is one of the reasons that we keep road reserves. There is up to three metres in some places.

If the road is defined as the level, driveable ground, the road frontage is deemed to start where the paving ends. Actually, it is the council that narrowed the road, because the current asphalt surface is narrower than the previous chip-seal it replaced (about a decade ago, if I remember rightly)... So, this problem is of the council's own making, and they should, ethically, re-widen the road back to where it used to be. This would make enough of a difference to solve the width problem.

No 18 in particular has trees, weeds and dead branches on the council reserve land. The Council is already committed to removing the trees. As you probably know, these trees were scheduled to be removed in November last year (Job No 366-983) but this has not been done.

It is an opinion that the owners of number 18 should remove the dead branches and weed patch. Indeed, I believe home owners are required to keep their section of road frontage in a reasonably tidy state. (At least, I understand that cases in Auckland a few years back ruled that homeowners had an obligation keep their verge tidy, eg to mow a lawn if a lawn was present on their verge.) For No 18, just removing the fallen branches, small self-sown trees, weeds and bushes would add 1.5 meters of clearance, thus removing the need for BYLs.

I believe there is a legal obligation to this effect, but I am not familiar with every last word of NZ law - still it's worth noting that the Tasman District council says on their website: "*As a property owner, you are responsible for clearing any overhanging vegetation from your road frontage.*"

There have been numerous requests to remove these trees, going back many years. They are not natives and have no special value. Also, they are being killed by marauding Kaka from Zealandia who strip off the bark looking for insects.

The trees are now a safety hazard, especially in high winds. Eventually they will *have* to be removed. And with inflation the way it is, better to do it now before people get hurt or property is damaged. Traffic people really need to talk to Parks and Recreation people first, before taking any action. This is a safety issue, not a car park issue.

On the proposed yellow lines outside No 18. The Council's cut-and-paste response was:

*Our intention with the broken yellow lines outside property No.18 Donald Crescent is to prevent drivers from causing major accessibility issues and reinforce to drivers that it is illegal to park vehicles in the grass berm area, as per the Land Transport (Road User) Rule 2004 (Part 6).*

The reference to the Land Transport Rule 2004 (Part 6) is extremely misleading. The relevant part of the rule is actually 6.2, sub-clause (1) (which says not to park on the road margin if it would damage grass, shrubs or flowers). The actual wording is:

*"A driver or person in charge of a vehicle must not stop, stand, or park a vehicle on a roadway if he or she can stop, stand, or park on the road margin without damaging ornamental grass plots, shrubs, or flower beds laid out or planted on the margin."*

What this actually means is that parking on the road margin is PREFERABLE to parking on the roadway proper – as long as you don't damage any ornamental grass, shrubs or flowers. That is quite the opposite of council's response, that claims - falsely – that it is "illegal" to park on the road margin. The Officer's response here is completely wrong.

(And by the way, there are no ornamental grass plots or flower beds outside number 18 Donald Crescent!)

Actually this seems to be a red herring as it is NOT a grass berm anyway, so this Act does not apply. The Officer should know that.

We are all worried about issue of preserving car parks. The Council's cut-and-paste response is:

*To build a car park, residents will have to apply for an encroachment license, all the cost to remove and built car park will be adhere to residents.(grammar) The council objective is to maintain the existing green area, we don't support the removal of trees for car parks".*

Again, this shows a complete misunderstanding. Nobody is talking about building car parks. This is completely irrelevant and shows that the Officer has lost the plot.



Incorrect interpretations such as these highlights the fact that there are very many mistakes in the council's proposal.

For example, the case for installing sight-mirrors was raised. The council's response was:

*"The council does not install or maintain traffic mirrors or allow them to be installed on public roads.*

Actually, nobody is suggesting that any mirrors be installed on council land. The proposed places are entire on private land and could be done with the permission of the property owners. We know, because we have talked to the property owners. This does not need a response or approval from the council.

Another example: The responding officer uses this phrase several times: "*residents reported an issue associated with lack of visibility caused by the tree*". What tree? It appears that they are confusing the submissions that talk about the lack of visibility at the corner around number 5, which has nothing to do with any tree, and the submissions about the large trees and generally unkempt weeds, brush and smaller self-sown trees outside number 18, which are steadily forcing cars to park further and further into the roadway. I doubt if anyone who had actually visited the street would have made such an error. This again shows that the council process is of such poor quality that its conclusions cannot be relied on.

There are other dangers involved in implementing this plan. Cars will be forced to park in Donald Street. Donald Street is a bus route, more traffic, children walking to school, student bus stops, Gipps St shops, café, etc. Busy.

Donald Crescent is dark at night. There is insufficient lighting, making it unsafe for young people to walk. The possibility of a street light in the turning area has been suggested to the council many times. If people have to park in Donald Street and walk from there, a street light at the turning circle becomes urgent. The nearest light is outside No 7. The last thing elderly residents or visitors need is to have to park in Donald Street and walk from there. My husband is 83. He is not capable of walking that distance.

Council says it is reviewing operating speeds across the city, which may result in a speed limit reduction to 30km/h on roads with similar characteristics to Donald Crescent. Actually, there is already a yellow 25k sign in the street.

Basic common sense ideas has been ignored in this proposal, eg., It would be better if all the yellow lines were on the east part of the street (from 11-15) rather than on the west side outside No 18. This means that vehicles would have a straight run without having to zig-zag from one side to the other to avoid cars parked both sides of the street.

We note that the council is waiting for a more detailed Parking Management Plan for the area. Perhaps it would be best to wait for this Plan, rather than taking action now – surely our little street is not *that* important or urgent in the grand scheme of things.

And finally:

The council's proposal was not suitably validated inside the council - it should not be necessary for the citizenry to draw the attention of one part of the council to the fact that their proposal is inconsistent with what another part of the council has committed to.

Also, the response that the trees problem "*has been passed to our Parks & Recreation team for consideration*" is entirely inadequate - at the very least the traffic people need to obtain a response from the Parks and Recreation people - just sending off an email (and not waiting to see if there is a response) is simply unacceptable. The proposal should at minimum be held back until the council comes up with a coherent unified response from all the affected departments.

When the council says they are open for consultation, I would expect that they should make all the information I had to research available as part of their initial notice. The relevant sections of all acts, by-laws, common law and regulations, plus all the relevant council policies should have been supplied to the affected ratepayers. The council, as the party initiating the issue, should have provided independent lawyers for any citizen who wished to challenge the process. Otherwise the consultation process simply looks like a box-ticking exercise.

The points I have listed above show that many of the responses from the council are at best misleading or irrelevant, or at worst just plain wrong. Any lawyer would make mincemeat of this proposal. It should be reworked to co-ordinate with the council's other commitments.

The majority of the submissions received are NOT in favour of TR48-23.

If the Council has any interest in listening to the residents, this proposal should NOT go ahead at this point in time.

Thank you

Janet Boutel  
16 Donald Crescent  
Karori

OTTAWA ROAD

TRAFFIC RESOLUTION - TR59-23

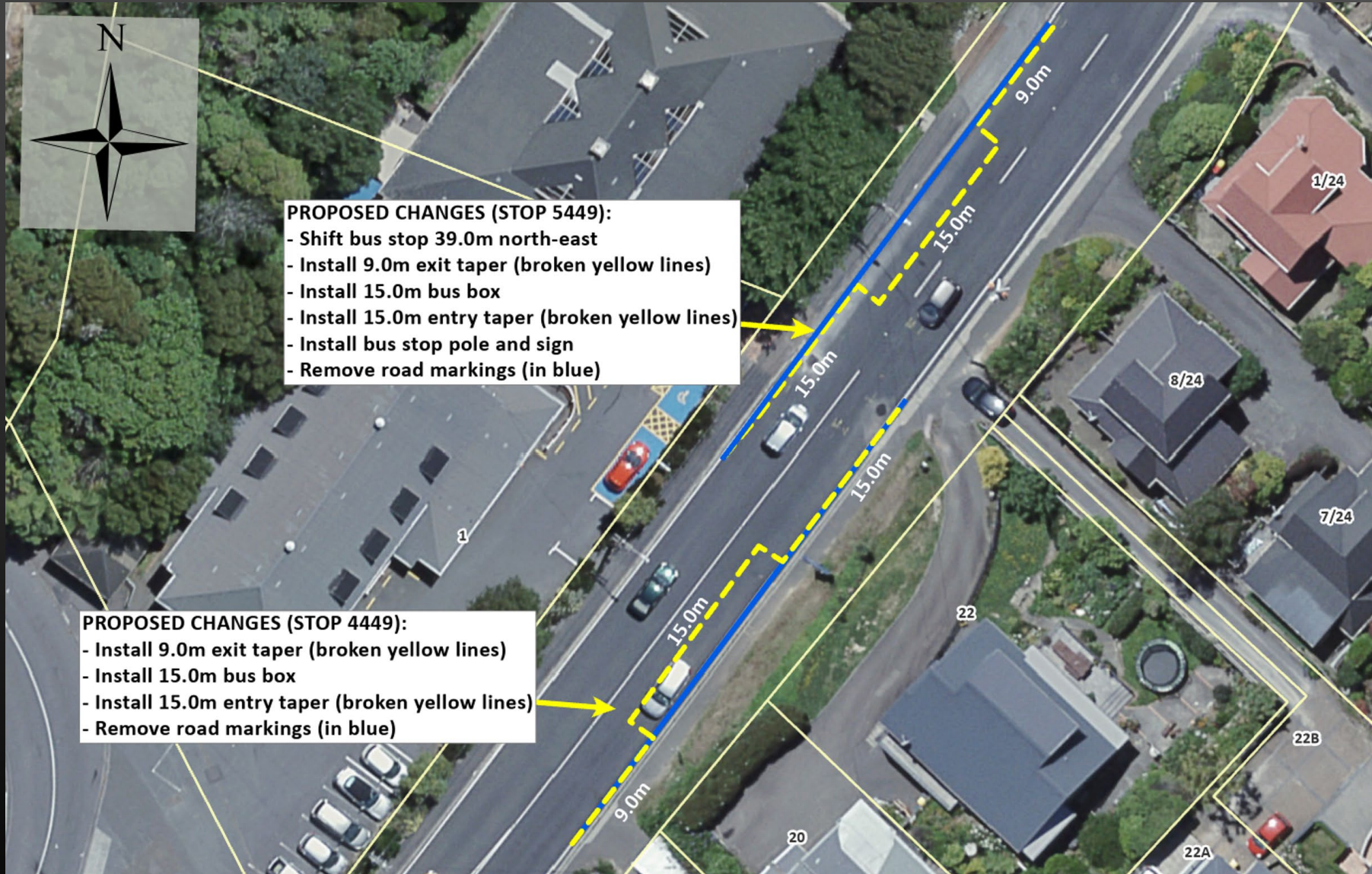


**PROPOSED CHANGES (STOP 5449):**

- Shift bus stop 39.0m north-east
- Install 9.0m exit taper (broken yellow lines)
- Install 15.0m bus box
- Install 15.0m entry taper (broken yellow lines)
- Install bus stop pole and sign
- Remove road markings (in blue)

**PROPOSED CHANGES (STOP 4449):**

- Install 9.0m exit taper (broken yellow lines)
- Install 15.0m bus box
- Install 15.0m entry taper (broken yellow lines)
- Remove road markings (in blue)





## WCC state:

*...‘new bus stop location will allow pedestrians to safely be picked-up/dropped off from their buses and access the footpath. With the proposed changes, we want to promote the use of public transport for residents living in the area and we expect an increase in people using the bus stop.’*

*... ‘would also improve safety for bus drivers when picking-up and dropping-off their passengers.’*

*... ‘the requirement to have bus stops marked out to prevent cars parking in/around the bus stopping space is important to ensure the community using public transport has equitable access to these important facilities by way of accessible public transport i.e. bus able to stop parallel to the kerbline, deploy the wheelchair ramp onto a footpath for those with mobility restrictions and maintain the physical safety of the bus itself as well (keeping cars clear of the bus stop space).’*

**ALL** can be achieved at the current site by painting bus markings.

The negative impact on car parking can be reduced by:

- introducing time limited parking
- reducing the length of the taper where possible
- improving the Library carpark layout.



Current location, straight, flat and good pathway.

## Advantages, it allows:

- safe use of community green spaces
- continued enjoyment of community green spaces
- ease of access to community amenities
- safer option for both motorists and cyclists
- closer proximity of bus stops #4449 and #5449 creates a clearway (when bus absent) close to the roundabout.



*WCC state ...'the bus stop currently operates along Ottawa Road with no major issues reported to the Council.'*

A photograph of a street scene, likely in a coastal town. The road is paved and has a white line marking. On the left side of the road, there is a sidewalk and a large, dense green bush. On the right side, there are several trees and a building with a prominent wooden gable roof. In the distance, a car is visible on the road. The sky is overcast and grey. The text is overlaid in white, bold, sans-serif font.

MOVING THE BUS NORTH WILL NOT IMPROVE COMMUNITY SAFETY!  
IT INTRODUCES MULTIPLE SERIOUS SAFETY RISKS AND ISSUES.

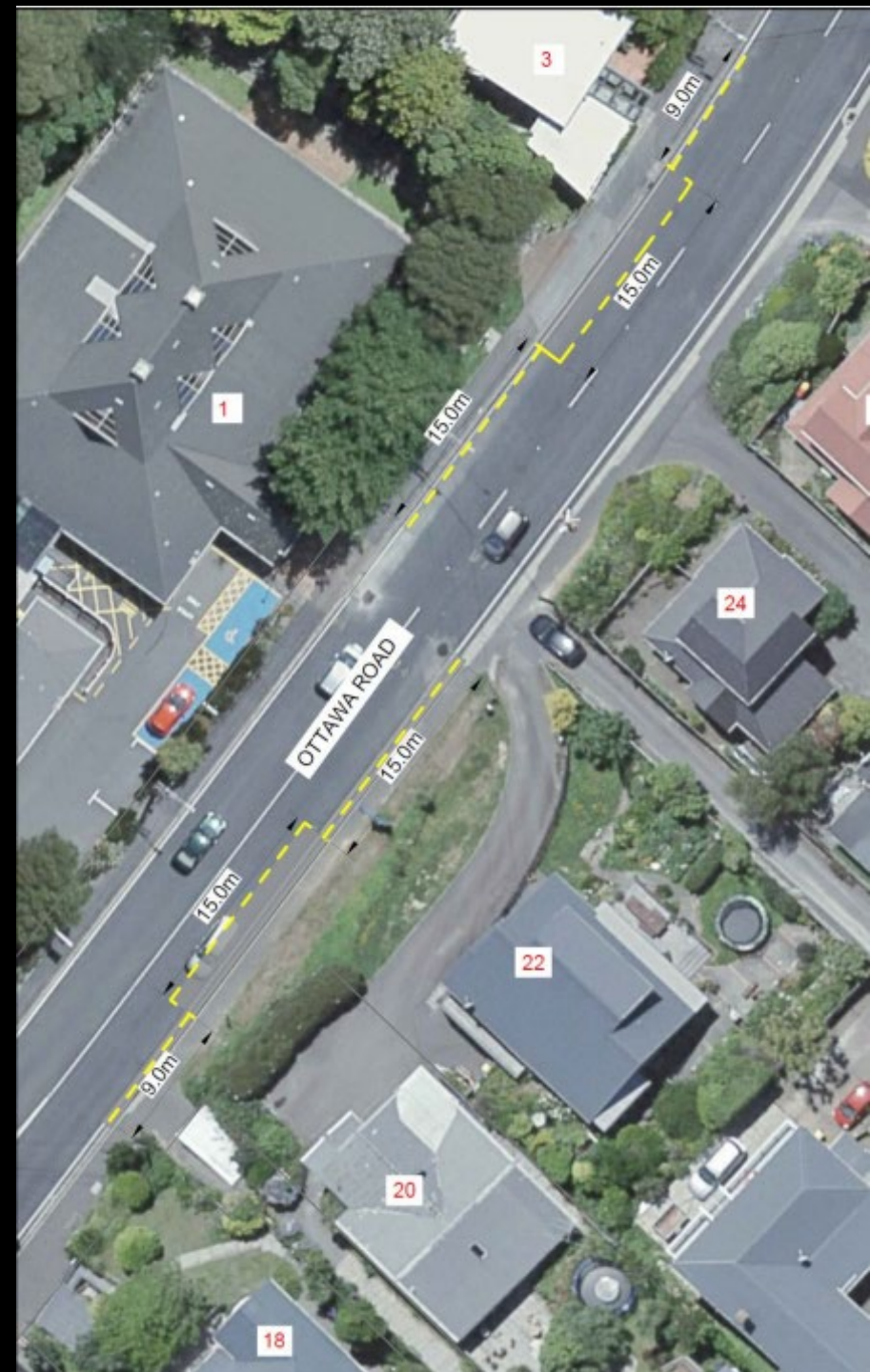


# OBSTRUCTED BUS DRIVER VIEW



# ROADING BOTTLENECKS

*WCC state ...'the bus stop currently operates along Ottawa Road with no major issues reported to the Council.'*



# PATHWAY BOTTLENECKS



# GIVE WAY CONFUSION



# AND OTHERS RISK & ISSUES ...



## Recommendations:

1. For stop #5449 put lines at current bus stop location or thereabout.
2. Reduce the taper for both bus stops where possible.
3. Put time limited parking in the library carpark and the road surrounding the amenities (remove during events).
4. Review the Library car park design and improve the overall layout including the mobility parking.
5. For the current stop #5449 investigate an option for the bus shelter - there is a garden 1.50 metres wide at current stop (on footpath side). Also, there is an adjoining garden on the car park side of 2.50m by 2.70m. Perhaps these areas could accommodate the bus shelter. With two new electric charging car parks being introduced to the car park, they should be able to find a solution.

Please keep our community safe!



Please keep our community safe!