

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

## Ngā meneti | Minutes

9:30am Rāpare Thursday, 24 Here-turi-kōkā August 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



## **PRESENT**

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

## **IN ATTENDANCE**

Councillor Chung  
Councillor Foon  
Councillor O'Neill  
Councillor Pannett  
Councillor Randle  
Councillor Young (via audiovisual link)

# **TABLE OF CONTENTS**

## **24 AUGUST 2023**

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<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Karakia</b>	<b>5</b>
<b>1.2 Apologies</b>	<b>5</b>
<b>1.3 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.4 Confirmation of Minutes</b>	<b>5</b>
<b>1.5 Items not on the Agenda</b>	<b>5</b>
<b>1.6 Public Participation</b>	<b>5</b>
<b>2. General Business</b>	<b>8</b>
<b>2.1 Ground Lease Request - For Existing Lessee Wyncourt Tennis Club Incorporated</b>	<b>8</b>
<b>2.2 Traffic Resolutions</b>	<b>9</b>
<b>2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval</b>	<b>14</b>
<b>2.4 Thorndon Quay Traffic Resolutions</b>	<b>16</b>
<b>2.5 Proposed Road Stopping – Land Adjoining 7 Lemnos Avenue, Karori</b>	<b>17</b>
<b>2.6 Proposed Road Stopping – Land Adjoining 161 Happy Valley Road, Ōwhiro Bay</b>	<b>18</b>
<b>2.7 Proposed Road Closures</b>	<b>18</b>
<b>2.8 Actions Tracking</b>	<b>20</b>
<b>2.9 Forward Programme</b>	<b>20</b>



## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson declared the meeting (hui) open at 9:30am 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 from Pouiwi Hohaia, and Mayor Whanau for lateness.

**Carried**

(Mayor Whanau arrived at 9:31am)  
(Councillor Paul arrived at 9:31am)

### 1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

### 1.4 Confirmation of Minutes

**Moved Councillor Free, seconded Councillor Paul**

#### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 8 August 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 Simon Woolf**

Simon Woolf addressed the hui about Item 2.2 Traffic Resolutions, TR92-23.

### **1.6.2 Reid Basher**

Reid Basher addressed the hui about Item 2.2 Traffic Resolutions, TR92-23.

### **1.6.3 Simon Holst**

Simon Holst addressed the hui about Item 2.2 Traffic Resolutions, TR92-23.

### **1.6.4 Alex Dyer**

Alex Dyer, on behalf of Cycle Wellington, addressed the hui about Item 2.2 Traffic Resolutions, TR92-23.

### **1.6.5 Toby Beaglehole**

Toby Beaglehole addressed the hui about Item 2.2 Traffic Resolutions, TR92-23.

### **1.6.6 Peter Lambrechtsen**

Peter Lambrechtsen addressed the hui about Item 2.2 Traffic Resolutions, TR92-23 and TR96-23.

### **1.6.7 Andy Foster**

Andy Foster addressed the hui about Item 2.2 Traffic Resolutions, TR92-23.

### **1.6.8 Jo Scott**

Jo Scott addressed the hui about Item 2.2 Traffic Resolutions, TR90-23.

### **1.6.9 Joel Gibbs**

Joel Gibbs addressed the hui about Item 2.2 Traffic Resolutions, TR90-23.

### **1.6.10 Patrick Morgan**

Patrick Morgan, on behalf of Cycling Action Network, addressed the hui about Item 2.2 Traffic Resolutions, TR90-23, TR92-23, and TR96-23.

### **1.6.11 Alastair Stewart**

Alastair Stewart addressed the hui about Item 2.2 Traffic Resolutions, TR96-23.

### **1.6.12 Jo Carter**

Jo Carter addressed the hui about Item 2.2 Traffic Resolutions, TR96-23.

### **1.6.13 Heather Baldwin**

Heather Baldwin, on behalf of Karori Community Centre, addressed the hui about Item 2.2 Traffic Resolutions, TR103-23.

### **1.6.14 Martin Hanley and Anna Kemble Welch**

Martin Hanley and Anna Kemble Welch, on behalf of Newtown Festival, addressed the hui about Item 2.7 Proposed Road Closures.

### **1.6.15 Jody Seabright**

Jody Seabright, on behalf of Wellington Car Club, addressed the hui about Item 2.7 Proposed Road Closures.

### **1.6.16 Shirley Vollweiler**

Shirley Vollweiler, on behalf of Wyncourt Tennis Club Incorporated, addressed the hui about Item 2.1 Ground Lease Request – For Existing Lessee Wyncourt Tennis Club Incorporated.

### **1.6.17 Cathie Payne**

Cathie Payne, on behalf of Brooklyn Central Health, addressed the hui about Item 2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval.

### **1.6.18 Stew Rainy**

Stew Rainy addressed the hui about Item 2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval.

## **1.6 Public Participation Attachments**

### **Attachments**

- 1 Reid Basher Presentation
- 2 Toby Beaglehole Regs
- 3 Stew Rainey Handout
- 4 Frank Cook Handout

(Mayor Whanau left the hui at 10:59am)

(Mayor Whanau returned to the hui at 11:00am)

The hui adjourned at 11:10am and returned at 11:44am with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

## 2. General Business

### 2.1 Ground Lease Request - For Existing Lessee Wyncourt Tennis Club Incorporated

**Moved Councillor Free, seconded Mayor Whanau**

#### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to not grant a new ground lease to Wyncourt Tennis Club Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and its assessment criteria.

**Carried**

A division was called for under Standing Order 27.6(b), voting on which was as follows:

#### **For:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

#### **Against:**

Councillor Calvert

**Majority Vote:** 6:1

**Carried**

**Moved Councillor Calvert, seconded Councillor Abdurahman the following amendment**

#### **Resolved**

- ~~2) Agree to not grant a new ground lease to Wyncourt Tennis Club Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and its assessment criteria.~~
- 2) **Instruct officers to explore options, with the current leaseholder and local community, on the need for community use and how the facility may be shared with the club and community.**

**Lost**

A division was called for under Standing Order 27.6(b), voting on which was as follows:

#### **For:**

Councillor Calvert

#### **Against:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Majority Vote:** 1:6

**Lost**

(Councillor Paul left the hui at 11:46am)

(Councillor Paul returned to the hui at 11:49am)

## 2.2 Traffic Resolutions

### Moved Councillor McNulty, seconded Councillor Free the following motion

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) TR83-23 Hawkestone Street, Thorndon - Metered Parking.
  - b) TR86-23 St. Mary Street, Thorndon - P10 Loading Zone.
  - c) TR87-23 The Crescent and Grafton Road, Roseneath - Remove Bus Stops (#7524) and (#6524).
  - d) TR89-23 Prince of Wales Park, Mount Cook - Proposed P180 Parking Spaces.
  - e) TR90-23 South Karori Road, Karori - Parking Restrictions – Amended.
  - f) TR92-23 Birdwood Street, Braithwaite Street and Messines Road, Karori – Cycleway and No Stopping At All Times – Amended.
  - g) TR93-23 Cochrane Street, Lyall Bay - EV Charging only, Time Limited Parking P120 At All Times.
  - h) TR94-23 Karaka Bay Road - P120 EV chargers, At All Times.
  - i) TR95-23 Adelaide Road, Berhampore Town Centre - Mobility Parking.
  - j) TR96-23 Raroa Road, Kelburn - Bike and Bus Improvements – Amended.
  - k) TR97-23 Herald Street, Berhampore – Time Limited Parking.
  - l) TR98-23 Waiapu Road, Karori - P5 Loading Zone.
  - m) TR99-23 Homewood Avenue, Karori - No Stopping At All Times Roadmarkings.
  - n) TR103-23 England Lane, Karori - Time Limited Parking P120 and Class Restricted Loading Zone – Amended.
  - o) TR106-23 Alexandra Road, Mount Victoria - Mobility Parking and No Stopping At All Times.
  - p) TR107-23 Cedarwood Street and Red beech Avenue, Woodridge No Stopping At All Times and Give Way controls.
  - q) TR108-23 Redwood Park, Tawa - Installation of Mobility Parking.
  - r) TR109-23 Colway Street, Ngaio - New layout for Bus Stops (#5451 and #4451 and #4453 and #5453), No Stopping At All Times (#15, #18, #19, #23, #30, #39A, #43-45A, #47A-51, #46B, #30-40), Removal of Bus Stops (#4452 and #5452).
  - s) TR111-23 Rixon Grove, Mount Victoria - No Stopping At All Times.
- 3) Agree to correct amendment 6. Of TR63-23 (Thorndon Connections) and set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, and Hill Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
- 4) Direct officers to investigate a roundabout for the Ponsonby Road, Birdwood Street, and Braithwaite Street intersection.
- 5) Agree to retain a shared path on Birdwood Street for the time being.

- 6) Note that the slip on Birdwood Street is scheduled for remediation starting within the next 12 months.
- 7) Direct officers to further investigate the balance between coupon and resident parking provided on Rolleston Street, noting that carparks on Town Belt land cannot be used for these purposes.

**Secretarial Note:** The motion moved differed from the recommendations in the officers report, with the changes marked in red.

**Moved Councillor Calvert, seconded Mayor Whanau the following amendment**

**Resolved**

- ~~2)n) TR103-23 England Lane, Karori – Time Limited Parking P120 and Class Restricted Loading Zone – Amended.~~
- 8) Instruct officers to review the proposed bike network plan for Karori as a whole with particular emphasis on resilience and safety for all users and; re-engage with the community and Greater Wellington Regional Council on developing a cohesive plan prior to any formal consultation and referral back to this committee in respect of any further traffic resolutions.
  - 9) Instruct officers to re-engage with the community groups utilising England Lane to develop a parking solution that best meets the needs of all local users.
  - 10) Remove bus stop #4453 and the associated entry and exit tapers from TR-109-23 until further engagement is done with the community on a solution.

**Partially carried**

**Secretarial Note:** Voting was taken part by part, with clause 8, clauses 2)n) and 9, and clause 10 voted on separately. Clause 8 was lost, clauses 2)n) and 9, and clause 10, were carried.

A division was called for under Standing Order 27.6(b), voting on which was as follows:

Clause 8

**For:**

Councillor Calvert

**Against:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Majority Vote:** 1:6

**Lost**

Clauses 2)n) and 9

**For:**

Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Nil

**Majority Vote:** 7:0

**Carried**

Clause 10

**For:**

Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Nil

**Majority Vote:** 7:0

**Carried**

**Moved Councillor McNulty, seconded Councillor Free the following substantive motion**

**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) TR83-23 Hawkestone Street, Thorndon - Metered Parking.
  - b) TR86-23 St. Mary Street, Thorndon - P10 Loading Zone.
  - c) TR87-23 The Crescent and Grafton Road, Roseneath - Remove Bus Stops (#7524) and (#6524).
  - d) TR89-23 Prince of Wales Park, Mount Cook - Proposed P180 Parking Spaces.
  - e) TR90-23 South Karori Road, Karori - Parking Restrictions – Amended.
  - f) TR92-23 Birdwood Street, Braithwaite Street and Messines Road, Karori – Cycleway and No Stopping At All Times – Amended.
  - g) TR93-23 Cochrane Street, Lyall Bay - EV Charging only, Time Limited Parking P120 At All Times.
  - h) TR94-23 Karaka Bay Road - P120 EV chargers, At All Times.
  - i) TR95-23 Adelaide Road, Berhampore Town Centre - Mobility Parking.
  - j) TR96-23 Raroa Road, Kelburn - Bike and Bus Improvements – Amended.
  - k) TR97-23 Herald Street, Berhampore – Time Limited Parking.
  - l) TR98-23 Waiapu Road, Karori - P5 Loading Zone.
  - m) TR99-23 Homewood Avenue, Karori - No Stopping At All Times Roadmarkings.
  - ~~n) TR103-23 England Lane, Karori - Time Limited Parking P120 and Class Restricted Loading Zone – Amended.~~
  - o) TR106-23 Alexandra Road, Mount Victoria - Mobility Parking and No Stopping At All Times.
  - p) TR107-23 Cedarwood Street and Red beech Avenue, Woodridge No Stopping At All Times and Give Way controls.
  - q) TR108-23 Redwood Park, Tawa - Installation of Mobility Parking.
  - r) TR109-23 Colway Street, Ngaio - New layout for Bus Stops (#5451 and #4451 and #4453 and #5453), No Stopping At All Times (#15, #18, #19, #23, #30, #39A, #43-45A, #47A-51, #46B, #30-40), Removal of Bus Stops (#4452 and

#5452).

s) TR111-23 Rixon Grove, Mount Victoria - No Stopping At All Times.

- 3) Agree to correct amendment 6. Of TR63-23 (Thorndon Connections) and set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, and Hill Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
- 4) Direct officers to investigate a roundabout for the Ponsonby Road, Birdwood Street, and Braithwaite Street intersection.
- 5) Agree to retain a shared path on Birdwood Street for the time being.
- 6) Note that the slip on Birdwood Street is scheduled for remediation starting within the next 12 months.
- 7) Direct officers to further investigate the balance between coupon and resident parking provided on Rolleston Street, noting that carparks on Town Belt land cannot be used for these purposes.
- 9) Instruct officers to re-engage with the community groups utilising England Lane to develop a parking solution that best meets the needs of all local users.
- 10) Remove bus stop #4453 and the associated entry and exit tapers from TR-109-23 until further engagement is done with the community on a solution.

**Carried**

**Secretarial Note:** Voting was taken part by part, with clause 2)d), clauses 2)e) and 2)f), clause 2)j), and all other clauses voted on separately. All clauses were carried.

A division was called for under Standing Order 27.6(b), voting on which was as follows:

Clause 2)d)

**For:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Councillor Calvert

**Majority Vote:** 6:1

**Carried**

Clauses 2)e) and 2)f)

**For:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Councillor Calvert

**Majority Vote:** 6:1

**Carried**

Clause 2))

**For:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Councillor Calvert

**Majority Vote:** 6:1

**Carried**

All other clauses

**For:**

Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Nil

**Majority Vote:** 7:0

**Carried**

The hui adjourned at 12:37pm and returned at 12:41pm with the following members present: Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

(Councillor Abdurahman returned to the meeting at 12:43pm)

The hui adjourned at 12:53pm and returned at 1:38pm with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

## 2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval

Moved Councillor Free, seconded Councillor Abdurahman

### Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Note the summary of submissions (Attachment 1), the summary of oral submissions (Attachment 2) and officers' responses to the main submission themes.
3. Agree because of feedback received through public consultation to make the following changes to the proposed Brooklyn Connections project:
  - a. Retain bus stop 6713 (southbound next to the Berkeley Dallard housing complex).
  - b. Retain bus stop 7714 (northbound next to Renouf Tennis Centre, opposite Nairn Street).
  - c. Remove the proposed bus shelter at bus stop 6714 (southbound next to Central Park substation).
  - d. Modify the proposed changes to median islands and pedestrian crossing infrastructure on Brooklyn Road immediately north and south of the Washington Avenue / Brooklyn Road intersection during detailed design to reflect concerns raised by submitters.
  - e. Remove the proposed Brooklyn Road speed hump north of the Brooklyn Road / Ohiro Road intersection.
  - f. Modify the proposed changes to the Washington Avenue / Cleveland Street intersection and retain four parking spaces on Washington Avenue (opposite the intersection).
  - g. Retain two P30, authorised residents excluded parking space next to the new mobility park on the north side of Cleveland Street (about 75m from the Todman Street intersection).
  - h. Retain 4 angle parking spaces on the south side of Cleveland Street (about 74m from the Harrison Street intersection) in the interim while officers continue to work further with the community.
  - i. Retain one parking space on Brooklyn Road outside 22 Brooklyn Road.
4. Adopt the traffic resolution set out in (Attachment 3), incorporating the changes set out in recommendation 3.
5. Instruct officers to investigate as part of the detailed design and, as necessary, to prepare a traffic resolution for:
  - a. The optimum position of bus stop 7714 (northbound next to Renouf Tennis Centre, opposite Nairn Street).

- b. Parking restrictions for the four car parking spaces next to Seido Karate
  - c. The configuration of median islands and pedestrian crossing infrastructure on Brooklyn Road immediately north and south of the Washington Avenue / Brooklyn Road intersection
  - d. The configuration of the Washington Avenue / Cleveland Street intersection.
  - e. Alter the parking on the southern side of Helen Street from parallel to angle.
  - f. Retaining as much parking as possible at the intersection of Brooklyn and Ohiro Road taking into account bike and vehicle operation and pedestrian safety and amenity.
  - g. Inclusion of a safe crossing point over Brooklyn Road at or near Bidwell Street to cater for those travelling between upper Brooklyn Road and Wallace Street.
  - h. Inclusion of a pedestrian crossing over Ohiro Road at the Brooklyn Road intersection.
  - i. The design and position of bus stop 6714 (Southbound next to the Transpower substation), with the view of retaining some parking if possible.
6. Agree to officers proceeding to detailed design and construction.
7. Instruct officers to work with Brooklyn Central Health (183 Ohiro Road) to investigate opportunities to incorporate a mobility park on their property.
8. Note that consideration of reducing the speed on Brooklyn Rd to 40 km/hr (to the top of the hill), and reducing speed to 30km/hr on Washington Ave near Brooklyn School can be carried out as part of the Speed Management Plan due to come to councillors later this year.

**Carried**

**Secretarial Note:** The motion moved differed from the recommendations in the officers report, with the changes marked in red.

**Secretarial Note:** Voting was taken part by part, with clauses 4 and 6, and all other clauses voted on separately. All clauses were carried.

A division was called for under Standing Order 27.6(b), voting on which was as follows:

Clause 4 and 6

**For:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Councillor Calvert

**Majority Vote:** 6:1

**Carried**

All other clauses

**For:**

Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Nil

**Majority Vote:** 7:0

**Carried**

## **2.4 Thorndon Quay Traffic Resolutions**

**Moved Councillor Free, seconded Councillor McNulty**

**Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Note the submissions.
- 3) Note the Consultation Summary Report and responses to design feedback in Attachment 2 – Thorndon Quay Traffic Resolution Engagement Report 7 Nov - 8 Dec 2022.
- 4) Approve the following 'TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities' pursuant to the Traffic and Parking Bylaw 2021. This includes:
  - a. Removal of all existing line and road markings.
  - b. Addition of time-limited & class restricted parking bays.
  - c. Metered Parking.
  - d. A two-way cycleway on the eastern side of the corridor.
  - e. Part time bus lanes (peak hour).
  - f. Rationalised bus stops.
  - g. A raised safety buffer between the cycle path and traffic lanes.
  - h. New raised signalised pedestrian crossing tables.
  - i. Street parallel parking.
- 5) Endorse the intention expressed in this report to delay the operationalisation of the part-time North-bound bus lanes on Thorndon Quay and a small section of Hutt Rd, and request that staff keep in contact with businesses along the route to give sufficient notice of future time frames.
- 6) Recommend that consideration be given to delaying the operationalisation of the short section of part-time South-bound bus lane on Hutt road (which replaces a traffic lane) until the rest of the Hutt Road South-bound bus lanes are complete.
- 7) Amend the traffic resolution legal descriptions as follows:
  - a) Page 97 Column One - Replace "Thorndon Quay" with "Featherston Street".
  - b) Page 111, Column One - Replace "Thorndon Quay" with "Featherston Street".

**Carried**

**Secretarial Note:** The motion moved differed from the recommendations in the officers report, with the changes marked in red.

A division was called for under Standing Order 27.6(b), voting on which was as follows:

**For:**

Councillor Abdurahman, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

**Against:**

Councillor Calvert

**Majority Vote:** 6:1

**Carried**

The meeting adjourned at 3:05pm and returned at 3:10pm with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouiwi Kelly, Councillor McNulty, Councillor Paul and Mayor Tory Whanau.

## **2.5 Proposed Road Stopping – Land Adjoining 7 Lemnos Avenue, Karori**

**Moved Councillor Free, seconded Liz Kelly**

**Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Recommend to Council that it:
  - a. Declare that the approximately 50 m<sup>2</sup> (subject to survey) of unformed legal-road land in Lemnos Avenue (the Land) adjoining 7 Lemnos Avenue (Lot 13 Deposited Plan 3361, held on ROT WN312/108) is not required for a public work and is surplus to Council's operational requirements.
  - b. Agree to dispose of the Land.
  - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.
- 3) Note that if objections to the road stopping are received and the applicant wishes to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

**Carried**

## 2.6 Proposed Road Stopping – Land Adjoining 161 Happy Valley Road, Ōwhiro Bay

**Moved Councillor Free, seconded Liz Kelly**

### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Recommend to Council that it:
  - a. Declare that the approximately 82 m<sup>2</sup> (subject to survey) of unformed legal-road land in Happy Valley Road (the Land) adjoining 161 Happy Valley Road (Lot 24 DP 21734, held on CT WN911/43) is not required for a public work and is surplus to Council's operational requirements.
  - b. Agree to dispose of the Land.
  - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.
- 3) Note that if objections to the road stopping process are received and the applicant wishes to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

**Carried**

## 2.7 Proposed Road Closures

**Moved Councillor Free, seconded Councillor Paul**

### **Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

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

**Wilson St Pop Up** 1 August 2023 to 30 June 2024 6.00pm Friday to 8.00pm Sunday

- First and third weekend of every month
- Wilson Street (from in front of number 5 to Riddiford Street not including their driveway)

**Newtown Block Festival** August 2023 to June 2024

- First Weekend of every month 6pm Friday to 8pm Sunday
- Newtown Avenue (in front of 16 to in front of number 24)

**Shelly Bay Sealed Sprint** Sunday 5 November 2023 7.00am to 6.00pm

- Massey Road (Scorching Bay Reserve to Northern entrance to the former Shelly Bay Defence Base)

**Brooklyn Community Festival** Saturday 11 November 2023 9.00am to 10.30pm

- Postponement date 18 November 2023 9.00am to 10.30pm
- Harrison Street (3 to the end number 30)

**Thorndon Fair** Sunday 3 December 2023 7.00am to 6.00pm

- Tinakori Road (between Bowen Street and Harriet Street)
- Hill Street (between Tinakori Road and Selwyn Terrace)

**Newtown Festival** Sunday 3 March 2024 5.00am to 9.00pm

- Postponement date Sunday 7 April 2024 from 5.00am to 9.00pm
- Riddiford Street (between Hall Street and Rhodes Street)
- Rintoul Street (between Riddiford Street and Milward)
- Colombo Street (from the West side of Rintoul Street to Adelaide Road)
- Manley Terrace (all Manley Terrace)
- Constable Street (between Riddiford Street and Daniel Street)
- Hall Street (between Riddiford Street and Hall Avenue)
- Emmett Street (all Emmett Street)
- Green Street (all Green Street)
- Wilson Street (from in front of number 21 to Riddiford Street including the off-street public carpark)
- Newtown Avenue (all Newtown Avenue)
- Normanby Street (from in front of number 14 to Riddiford Street)
- Donald McLean Street (between Riddiford Street and Ferguson Street)
- Ferguson Street (in front of number 15 to Donald McLean Street)
- Gordon Street (all Gordon Street)
- Gordon Place (all Gordon Place)
- Florence Street (all Florence Street)
- Arney Street (all Arney Street)

**Contingency 1** Newtown Festival Back up to Newtown Festival Cancellation Saturday 2 ~~March~~ **April** to Sunday 3 ~~March~~ **April** 2024 6.00am to 10.00pm

- Postponement day Saturday 6 April to Sunday 7 April 2024
- Emmett Street (all Emmett Street)
- Wilson Street (from in front of number 5 to Riddiford Street including the off-street public carpark).
- Newtown Avenue (from in front of 16 to in front of number 24)
- Donald McLean Laneway (at 5 Donald McLean Street)
- Gordon Place (from in front of number 7 to the north end of Gordon Place)

**Celebrate Matariki** Friday 28 June to Sunday 30 June 2024 6.00am to 8.30pm

- Emmett Street
- Wilson Street (from in front of number 5 to Riddiford Street including the off-street public carpark).
- Newtown Avenue (from in front of 16 to in front of number 24)
- Donald McLean Laneway (at 5 Donald McLean Street)
- Gordon Place (from in front of number 7 to the north end of Gordon Place)

**Alexander Road Sealed Hill Climb** Sunday 17 March 2023 7.00am to 6.00pm

- Alexander Road (between Constable Street and Lookout Road)

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**

**Secretarial Note:** The motion moved differed from the recommendations in the officers report, with the changes marked in red.

## 2.8 Actions Tracking

**Moved Councillor Free, seconded Councillor Paul**

**Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

**Carried**

## 2.9 Forward Programme

**Moved Councillor Free, seconded Councillor McNulty**

**Resolved**

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

**Carried**

The hui concluded at 3:26pm with the reading of the following karakia:

<b>Unuhia, unuhia, unuhia ki te uru tapu nui</b>	Draw on, draw on
<b>Kia wātea, kia māmā, te ngākau, te tinana, te wairua</b>	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
<b>I te ara takatū</b>	
<b>Koia rā e Rongo, whakairia ake ki runga</b>	Oh Rongo, above (symbol of peace)
<b>Kia wātea, kia wātea</b>	Let this all be done in unity
<b>Āe rā, kua wātea!</b>	

Authenticated: \_\_\_\_\_  
Chair

# **WCC cycle plan TR92-23**

## **Safety problem at Birdwood – Ponsonby intersection: need for roundabout**

***Submission to WCC Regulatory Processes Committee 24 August 2023  
by Reid Basher on behalf of 25+ local residents/users\****

***\* Refer also to four-page written submission dated 17 July 2023  
and reproduced in the WCC report on feedback received to TR92-23***

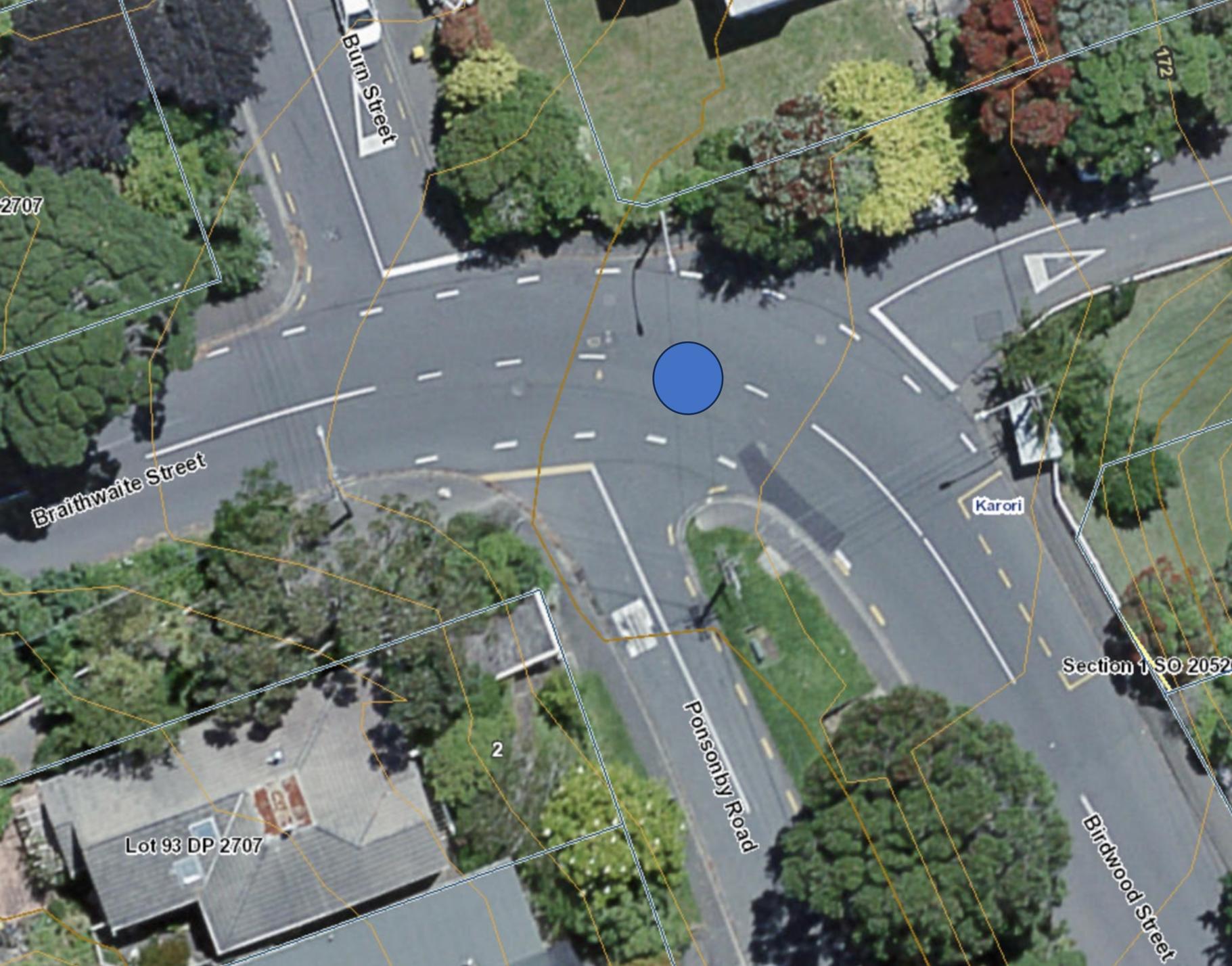


## View to east

- Ponsonby Rd (on right) has narrow exit/entrance
- Poor visibility for Ponsonby Rd exit
- High risk spot for cyclists

# Longstanding problem – what residents say:

- *“Tricky corner.”*
- *“The intersection ... is difficult with poor sight lines.”*
- *“This exit from Ponsonby Road is a nightmare.”*
- *“Exiting Ponsonby road [is] treacherous due to the speed of traffic in both directions.”*
- *“We feel we are taking our lives in our hands when we exit the road.”*
- *“Many a time [I’ve] been met with cars flying around the corner. Sometimes it's a case of thank god I made it.”*
- *“I have seen too many near-misses as it is, and the prospect of drivers speeding up to pass cyclists will only make that risk greater.”*



## Bird's eye view

- Intersection dominated by the through-route
- Room for roundabout
- Need to rejig the exit from Ponsonby Rd
- Need for at least one pedestrian crossing

# Key advantages of the roundabout

1. Allows simpler, safer give-way decisions (particularly for right turns from Ponsonby Road)
2. Reduces speeds on the through-route
3. Provides safer options for through and turning cyclists
4. Provides safer crossing options for pedestrians

# Council officer view fails to acknowledge issue

WCC officer response: *“A roundabout is not appropriate at this location given the topography, the low traffic volumes and the fact that there have been no reported crashes at this intersection in the last ten years.”*

1. No recognition of the high-risk nature of the Ponsonby Rd exit
2. Crashes are rare - the absence of a crash is not evidence of safety.  
Do we act on risk, or wait for a crash/injury/death?
3. Does not acknowledge the clearly expressed fears of numerous residents who are directly affected
4. Ignores similar roundabout solutions at nearby junctions of Glasgow St / Upland Rd and Plunket St / Raroa Rd

# Conclusions

1. An opportunity to deal with longstanding safety issue
2. Roundabout offers significant improvement for cyclist and pedestrian safety; enhances the TR92-23 cycle plan
3. Relatively minor cost implications
4. Strong resident support for action
5. Deserves more serious response from Council



# Birdwood- Braithwaite Cycleway

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COUNCIL SUBMISSION -  
TOBY BEAGLEHOLE

# Who does this benefit?

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QUOTE 1	QUOTE 2	QUOTE 3	CONCLUSION
<p><i>Census data indicated that in 2018, 4.4% of Karori residents cycled to work. p.56</i></p> <p>.</p>	<p><i>Currently, one third of people cycling to Karori use Birdwood as their route. p.46</i></p>	<p><i>Our survey shows us that approximately two thirds of people currently cycling up Birdwood Street use the road, and the remainder ride on the footpath. p.20</i></p>	<p>This proposed change applies to just 1% of Karori residents, forces uphill cyclists onto a dangerous and narrow road with buses in both directions, and does nothing to address far more immediate safety concerns.</p>
<b>4.4%</b>	<b>1.5%</b>	<b>1%</b>	

# Why the Messines Road “No Stopping Zones”? Clearly not cycle related.

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1. The Braithwaite/Birdwood Cycle Lane is indicated to carry 160 trips per day *“There are an estimated 160 cycling trips per weekday on Birdwood Street” (p.2)*
2. The proposed lane crosses Messines Road, as well as Burn St, Lancaster St, Ponsonby Ave – yet No Stopping Zones are proposed for both sides of Messines Road only– for no stated reason. The existing two lane exit, so that left-turning vehicles (including cyclists) are not held up by right-turning traffic is also being marked over to create a single lane traffic jam.
3. No city bound cyclist will be turning left – and there is only one rationale recorded: *“The removal of parking at the intersections supports improved visibility and assists the buses with entering and exiting the stop.” (p.66)*

# How does this improve safety?

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## QUOTE 1

*The high-speed differential between people travelling uphill by bicycle versus by car, combined with poor sightlines around road corners make this route unsafe.*

Indeed – and nothing has changed other than forcing more uphill cyclists onto those narrow roads with poor sightlines.

## QUOTE 2

*There will be a painted buffer, which has safety benefits, while still allowing buses to pass other buses when needed.*

Implies safety can be applied or ignored depending on whether a bus needs to get past.

## QUOTE 3

*The slip on Birdwood Street has been assessed and is being programmed for work in the next financial year. The concrete barriers at the bottom of it will be removed when the work is done.*

Cyclists – the most vulnerable class of road user, will be moving slowly uphill past a permanently slip-prone hillside.

## CONCLUSION

This is not improving safety – it is exposing cyclists.

# Summary

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1. The proposals are poorly thought through
2. The “benefits” attribute to just one percent of commuters
3. Messines Road “No Stopping Zones” make no sense
4. Safety is compromised, not enhanced

**Regulatory Processes Committee Meeting – 24<sup>th</sup> August 2023**

**Suggested amendments to the Brooklyn Connections Proposal – Stew Rainey**

**(Ohio Road: Cleveland Street to Brooklyn Road)**

- 1) There must be angle parking in Helen Street (preferably a residents parking zone). Helen Street is very wide, can easily accommodate angle parking, and this can be easily actioned with minimal cost and minimal disruption.
- 2) One dual carriage way bike lane on the eastern side of Ohio Road (Southern bound direction). This only removes four carparks and leaves the western side of Ohio Road untouched and available for residents parking. Note - This dual carriage way system seems to work well on Cambridge Terrace.

If these two suggested amendments are considered when you vote today, then I feel that the majority of interested parties will be comfortable with this transition, as well as solving the health and safety issue of residents having to walk long distances to access their homes.

Thank you

To Regulatory Processes Committee

Supplementary Submission TR89-23

From Frank Cook

23 August 2023

**Note:** I had requested the opportunity to talk to my submission and present this supplementary submission based on Officer feedback, feedback which was only received last Thursday. However giving people less than 24 hours' notice if their request to present in person is unreasonable and restrictive.

It also appears to be in breach of Section 82 1(d) of the Local Government Act which requires 'reasonable opportunity to present those views'. Many of us need to have some planning for our week –this applies to people of all ages and situations. At this point I have no idea whether I will be allowed to speak so my option at this point is now to ask this to be forwarded to committee members.

## Supplementary Submission

This supplementary submission is in respect of the Officer's Feedback on the Lower Field, which was only sent out on Thursday 17 August.

## Reasons for Policy and Options

The proposal contained two reasons for the proposal regarding the lower field. That it had not be 'resolved' and 'to ensure pedestrian access is not obstructed by vehicles'. In the Officer Feedback other reasons have emerged, including alleged 'private storage of vehicles'. 'promote parking turnover for playing field and town belt visitors', 'during events and matches, players and visitors have been unable to find somewhere to park...'.

The Local Government Act, Section 82A 2(a) requires the reasons for the proposal to be included with the proposal. This is not **some** of the reason – the grounds cannot shift depending on the public feedback. And not being '*resolved*' cannot be taken as a catch-all options.

The Local Government Act, Section 82A 2(b) requires an analysis of the reasonably practicable options. One of which is clearly status quo. That has not been done here.

These requirements of the Act need to be adhered to.

## Requirement of more than 180 min parking.

It is clear from the responses that the officers were unaware of the nature of the requirement by Dojo and School users. At this stage the officer says they will work with users and Parking Services: "*we will work with Parking Services to investigate a system if any clubs require parking at the lower field exceeding the P180.*" And we will "*investigate a parking system at the lower field for times when you require parking for longer the 180.*" And again "*We will work with Parking services to investigate a parking system at the lower field for times when clubs or schools require parking for longer the P180*".

Quite clearly the proposal regarding the lower field has been very poorly researched with little idea of the actual usage of the area beyond that of the weekend use by clubs playing sport on the lower field.

No response was made regarding the ‘Assessments of Recreation’ report of Ms Robilliard. And clearly this report has not informed the TR89 proposal. And no officer response to the requirement noted in Ms Robilliard’s report requiring walkway upgrading.

## Shift to Public Transport

The quote below is taken from the Officer’s response.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective in mind as well as considering the parking hierarchy (as per the parking policy) where on these streets, residents are considered a higher priority than commuters.

Quite clearly the residents are very much secondary in this proposal. There is absolutely no indication that clubs will be pressed to use public transport or car share. We have all seen the huge increase in weekend traffic in the city and this proposal is doing nothing to address that. Given the Climate Emergency this is surprising.

## Cars Blocking Walkways

The Officer’s comments note that as the law currently stands action can be taken against cars blocking pedestrian access. It is clearly naïve to think that designated parking places will stop that behaviour. With no places left people will leave their cars blocking the City-to-Sea walkway both as it enters and as it leaves the area in question. The Officer comment “*This [P180 parks] will ensure pedestrian access is not obstructed by vehicles*” is silly.

This photo showing Rolleston St parking indicates what happens. Parking lines will not stop this behaviour either in Rolleston St or at the Scottish Harriers. And what is WCC going to do? Fine people? Tow cars away? Or show commonsense?



## Daily Traffic Count (593)

Again no officer response on what this means or refers to with respect to the lower field. It labels the count a ‘Beneficiary of the Proposed Change’!!

## Submissions Received All Against

It is pertinent to note that no submissions in favour were received. Despite it having allegedly been widely advertised.

## Officer response to my Submission.

Most of the points I made were not responded to. These include conflict with the Town Belt Management Plan, Ms Robilliard's report, why the proposed measure includes weekdays, the significance of the average daily traffic count regarding the lower field,

## Conclusion

My original submission stands with most points not responded to.

Importantly the lower field proposal has arisen because "*it has never been resolved.*" A non-existent problem - as a submission from neighbours to the area for 34 years notes - being 'solved' by officers who clearly do not understand the way the area is used and have made no reference to an independent report specifically charged with determining that very point.

There are no grounds for proceeding with TR89-23 regarding the lower field. And to do so would be to compound breaches of the Local Government Act.

Frank Cook

