

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Ngā Meneti | Minutes

9:30 am Rāapa, 20 Poutūterangi 2024

9:30 am Wednesday, 20 March 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



PRESENT

Mayor Whanau

Councillor Abdurahman

Councillor Calvert

Councillor Chung

Councillor Free (Chair)

Pouiwi Kelly (via audio visual link)

Councillor McNulty (Deputy Chair) (via audio visual link)

Councillor Rogers

IN ATTENDANCE

Deputy Mayor Foon

Councillor Randle (Councillor Randle)

TABLE OF CONTENTS

20 MARCH 2024

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	5
1.6 Public Participation	5
2. General Business	7
2.1 Berhampore and Newtown Parking Scheme - Oral Hearings	7

1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting (hui) open at 9:31am and read the following karakia to open the hui.

**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 Rogers

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Accept the apologies received from Mayor Whanau for partial absence and Councillor McNulty 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 Calvert

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 22 February 2024, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Items not on the Agenda

There were no items not on the agenda.

Secretarial note: The following members of the public addressed the committee regarding their written submissions on the Berhampore and Newtown Parking Scheme.

Tony Paine	Mary Potter Hospice
James Harris	
Lucy Telfar Barnard	
Freya	

(Mayor Whanau left the hui 10am)
(Mayor Whanau joined the hui 10:02am)

Duncan Smyth	
Stephen Maslin	
Gavin Jolly	
John	
Steve Cosgrove and Michelle	Newtown Residents Association
Bill Vittorio Colosimo	

Meeting Adjournment

Moved Councillor Free, seconded Councillor Chung

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Adjourn the meeting until 1:30pm.

Carried

(The hui adjourned at 10:40am)
(The hui resumed at 1:30pm with the following members present Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor McNulty, Councillor Rogers)

Dylan Packman	
Shelly Robinson	Residents from Roy Street, Newtown
Marion Leighton	

(Pouiwi Kelly joined the hui at 1:54pm)

Justin Swift	
Jenny Cochrane	
Andrew Gower	
Lynette Neal	
Jackie Chin-poy, Jane and Nikki	

(The hui adjourned at 2:30)

(The hui resumed at 2:45pm with the following members present Councillor Abdurahman, Councillor Calvert, Councillor Free, Pouivi Kelly, Councillor McNulty, Councillor Rogers)

(Councillor Chung joined the hui at 2:51pm)

Shelly	
Peter Kitchenman	
Paul	
Helen Grove	
Kyan Krumdieck	
Ben Gittos	

Attachments

- 1 Bill Colosimo
- 2 Shelly
- 3 Justin Swift
- 4 Peter Kitchenman

2. General Business

2.1 Berhampore and Newtown Parking Scheme - Oral Hearings

Moved Councillor Free, seconded Councillor Chung

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Carried

The hui concluded at 3:33pm pm with the reading of the following karakia:

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

Authenticated: _____
Chair

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

Minute item attachments

9:30 am Wednesday, 20 March 2024
Ngake (16.09), Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington

Business

Page No.

Regulatory Processes Committee - 20/03/2024

- | | | |
|----|------------------|----|
| 1. | Bill Colosimo | 2 |
| 2. | Shelly | 5 |
| 3. | Justin Swift | 12 |
| 4. | Peter Kitchenman | 15 |

14th March Friday morning 4:00 AM



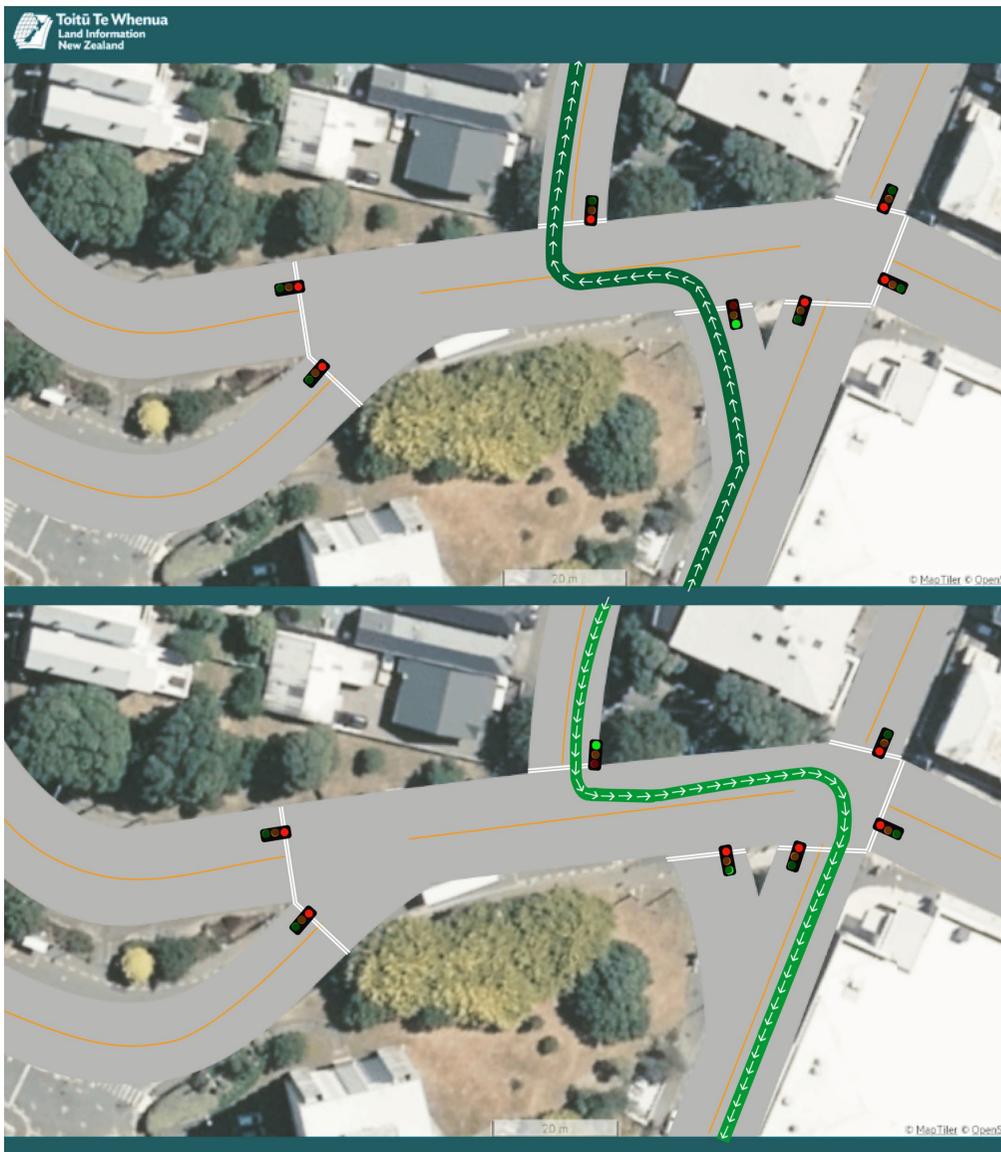
Cycle Express Way

- Two lane, 3 meter wide cycle lane way each way**
- Shared cycle/traffic lanes**
Vehicle speed adjustment zones, 20 Km per hour speed with-in Express Way
- John St Traffic Intersection**
The only intersection where cycle travel is required to stop for lights
- Alternative lane route**

John St Intersection detail
The only intersection between Island Bay and the City where cycle travel will stop for lights

Te Papa

Island bay



HEKE MAI TE ARA * EXPRESSWAY

- Future proof commuting looking ahead 30 years, connecting Island Bay to Waitangi Park.
- Three cycle lanes each way, that provide dedicated non-vehicle travel on the existing roading.
- Commuting and recreation lanes with the capacity to absorb increasing and latent cycle use.
- The use of cargo bikes and larger cycles easily accommodated for.
- Transition zones of the Expressway enable cyclists and motorists to merge into the existing transportation network.
- Ensuring every level of rider ability a safe, direct, and fast way to get to their destination.
- Through traffic of vehicles is strictly prohibited, with expensive infringement notices applicable.
- Speeding vehicles will face expensive infringement notices.
- Vehicle speed is limited to 20 km / hour. With non-vehicle traffic given right of way.
- Residents, business, visitors, shoppers, service vehicles have unaffected parking.
- Reducing infrastructure costs; signage and the placement of traffic lights at John St. The only key expenses to establish the Expressway.
- * Heke Mai Te Ara, a 'working title' the naming of the cycle Expressway to be in full consultation and approval of Iwi and hapū.



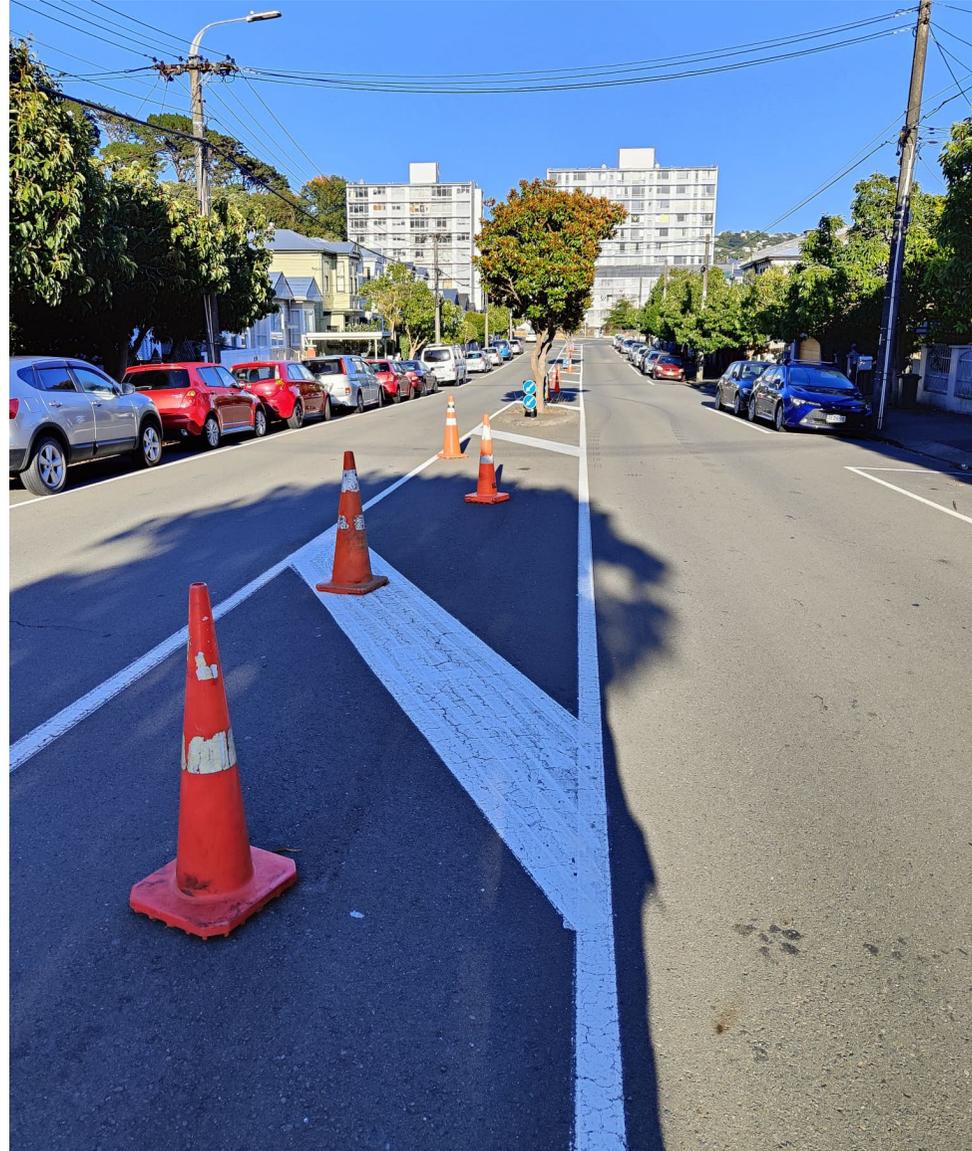
Item Regulatory Processes Committee - 20/03/2024





Item Regulatory Processes Committee - 20/03/2024









IN-CONFIDENCE

Wellington City Council Parking Policy 2020

Principle E: support local area-based parking plans where there is evidence-based need and community support.

...Council could then make decisions on transport and parking management based on evidence and select from a wide range of tools to achieve the best use of the space...

4.5 Area-based approach – how will we implement the new policy

It is important the community is involved in the development of options but decisions must be evidence-based.

Agenda for 30 November Meeting of the Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee

For the Newtown/Berhampore area the order in descending priority is:

- a) Residents
- b) Car share
- c) Mobility Permit Holders
- d) Short Stay / Visitors
- e) Commuters

22. This scheme aligns with the principles outlined in the Parking Policy 2020. This policy sets the objectives and principles for the management of Council-controlled on-street and off- street parking.

IN-CONFIDENCE

The proposed option, “Option 2B” is not based on ANY evidence but is a pre-determined outcome. It does not align with Parking Policy principles. It does not prioritise Residents parking over short-term parking.

WCC officers deliberately misled Councillors by implying that the selection of 2B was an evidence-based decision that aligns with the principles of the Parking Policy.

Agenda for 30 November Meeting of the Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee

84) Three options were identified by Officers as meeting the desired outcome. These were outlined in the consultation material:

- Option 2: P120 with authorised residents vehicles exempt.
- Option 13: Resident/coupon extension (\$20/day) with a cap
- Option 14 – coupon (coupon (\$20/day) with authorised residents vehicles exempt with a cap.

85) Officers discarded options that were not reasonably practicable and/or did not meet the desired outcome of this decision. Based on the first round of analysis, option 13 was the preferred option. However, due to the concern that coupon parking would negatively impact hospital staff, there was further consideration and a second round of analysis.

86) The preferred option then became “option 2B”. This is the option that Officers are still presenting as the preferred option, subject to changes outlined in this paper following consultation.

The preferred option only became “option 2B” because WCC officers ruled out 10 alternative options that scored higher in the analysis without presenting any evidence or reasoning. And WCC Officers excluded the highest two rated and short-listed options because it would have taken too long to get Councillor approval!

The Newtown PMP Economic Business case better explains why Options 13 and 14 were excluded: *“Options 13 and 14 extend the zone for paid parking into the suburban area. This would have been subject to a separate Councillor approval through a long-term-plan engagement process.”*

Option 2 was in fact rated the 3rd worst of 14 options.

WCC officers ruled that schemes currently in operation in Mt Victoria and Adelaide Road north were not reasonably practicable

The preferred option became “option 2B” because WCC officers ignored the evidence and analysis and ruled out all other options.

IN-CONFIDENCE

Berhampore Parking Scheme should have parking spaces that prioritise Resident parking over Short-Term parking and it should apply at all times, especially weekends.

It is the **WCC removal of parking spaces** to introduce the cycleway that is forcing Berhampore to need a Parking Plan. It is insult to injury that **Option 2B was selected by WCC Officers as a pre-determined outcome**. It is disgraceful that **WCC officers deliberately misled Councillors by implying that the selection of 2B was an evidence-based decision**. Berhampore residents do not need priority from non-existent commuter parkers. Berhampore residents need priority from short-term parkers, especially on Saturday mornings. This should be guaranteed under the WCC Parking Policy. **This scheme has ZERO parking spaces that are prioritised for Residents over short-term parkers**. Instead, the scheme gives priority to short-term parkers who can park anywhere for free.

Newtown to Island Bay cycleway requires southbound cyclists on Adelaide Road to predominantly cycle in a shared single southbound lane with buses, trucks and other vehicles.

The one exception is a 260m stretch of Adelaide Road between numbers 517 and 559 where **42 car parking spaces will be removed** so that cyclists can move from the single shared lane into a painted cycle lane (with no physical barrier between the cycle lane and the shared traffic lane) and **cycle on the painted cycle lane for 260m before merging with other traffic** back into the single shared lane.

Most cyclists and cycle safety experts acknowledge that this merge point is dangerous and sub-optimal and outweighs any benefit to cyclist safety from the 260m of painted cycle lane. It is regretful but unsurprising that **Wellington City Council officers did not undertake a safety assessment of this specific design and merge point** which is now being introduced. **Wellington City Council officers did not undertake a multi-criteria analysis** to assess whether the benefits of introducing the 260m cycle lane outweighed the negative impacts of removing 42 parking spaces (as well as other negative impacts that were raised and ignored by Fire and Emergency New Zealand, tradespeople and other).

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

Peter Kitchenman, resident, for the past 30 years of Roy Street, Newtown.

Roy Street is adjacent to Wellington Zoo and Newtown Stadium.

20 March 2024

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

Contents

General remarks on the Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

1. WCC's lack of attention to the parking situation around the Zoo and Newtown Park.
2. Lived experience of parking in Roy Street as an example.
3. The destruction of the "commons" around the Zoo and Newtown Park during the past couple or so years.
4. Request to WCC: A meeting to discuss possible parking solutions for this area. This meeting is not to be constrained by the parameters of the existing proposed Berhampore and Newtown Parking Scheme, as that scheme did not study this area.

General remarks on the WCC Proposed Berhampore and Newtown Parking Scheme

5. Consultant's report, WCC consultation: Top down; lack of open discussions and not enough time for obtaining official information.
6. Proposed scheme likely to be divisive (between residents and WCC, and among residents)
7. "Residents Parking" is effectively being discontinued, and being replaced with "Authorised Vehicles."
8. Proposed "P180" parking (180 minute parking with "Authorised Vehicles" exempt).
9. Cost of Parking Permits for "Authorised vehicles" including comparison with other NZ cities
10. A new proposal for the cost of Parking Permits for "Authorised vehicles."

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

- 1. The proposed Scheme effectively ignored the parking situation in the Southern part of Newtown in the vicinity of the Zoo and Newtown Park Stadium.**

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

2. Lived experience of parking in Roy Street, Newtown

In summary, the parking occupancy rate is 100% or thereabouts 24 hours per day, every day of the year.

During the week:

6pm and 8am: 100% occupancy rate.

8am and 6pm: over 85% occupancy rate. On days where there are events in Newtown Park Stadium, particularly over spring, summer and winter the occupancy rate during the day is also around 100%.

During the weekend:

6pm and 8am 100% occupancy rate.

8am and 6pm: over 85% occupancy rate. On weekends where there are events in Newtown Park Stadium, throughout the year, the occupancy rate during the day is also around 100%.

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

3. The destruction of the “commons” around the Zoo and Newtown Park during the past couple or so years.

*“The **commons** is the [cultural](#) and [natural](#) resources accessible to all members of a society. ... These resources are held in common even when owned privately or publicly.” (Wikipedia, 18 March 2024)*

The “commons” here are the non-restricted car parks on streets, and other parking places in the vicinity. The following 2 slides show where Roy Street residents have been able to park for decades when the street became full due to visitors to the Zoo and events at Newtown Park Stadium. However, in recent years WCC has effectively destroyed these “commons” by either prohibiting parking or putting in place P240 restrictions at all times.

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

The destruction of the “commons” around the Zoo and Newtown Park during the past couple or so years.



Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

The destruction of the “commons” around the Zoo and Newtown Park during the past couple or so years (continued).



Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

- 4. Before the Parking Scheme is approved: Roy Street residents request a meeting with WCC to discuss possible parking solutions in the vicinity of Wellington Zoo and Newtown Park Stadium.**

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

5. WCC consultation:

- Top down;
- discussions confined to a WCC proposed plan;
- not enough time for obtaining official information;
- The project manager is a good communicator but she is constrained by the project timeline.

6. **Proposed scheme likely to be divisive** between residents and WCC, and divisive among residents.

7. **“Residents parking” is effectively being discontinued**, and being replaced with a permit for “authorised vehicles.” Residents may apply for an “authorised vehicle” exemption permit, but this is only valid Monday to Friday, 8am to 8pm. **This doesn’t address the parking needs of residents in the vicinity of the Zoo and Newtown Park Stadium.**

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

8. Proposed Authorised Parking (Wellington: 180 minute parking with “authorised vehicles” exempt).

Auckland City Council:



Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

9. Cost comparison of parking permit, per annum:

- Auckland: \$70
- Christchurch: \$102
- Palmerston North: \$0 (in time-restricted zones)
- Wellington: \$195

Why is WCC's existing fee almost 3 times the cost of Auckland's?

Parking Scheme in the vicinity of Wellington Zoo and Newtown Park Stadium

As a part of the WCC Proposed Berhampore and Newtown Parking Scheme

10. A new proposal for the cost of Parking Permits for “Authorised vehicles”:

- \$0 fee to residents to park in P180 restricted zones.
- The cost for running the scheme is recovered from infringement fees for those who exceed the P180 time.
- This is the situation for residents in Palmerston North.
- This way the “commons” are not monetized.