

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Mākara/Ōhāriu Community Board Ngā Meneti | Minutes

7:00pm Rāpare Thursday, 8 Pīripi June 2023

Ōhāriu Valley Hall

550 Ohariu Valley Road

Pōneke | Wellington



PRESENT

Christine Grace
Darren Hoskins (Deputy Chair)
Mark Reed (Chair)
Chris Renner
Wayne Rudd

IN ATTENDANCE

Councillor John Apanowicz

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1 Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 6:56pm and invited members to stand and read the following karakia to open the meeting.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

1.2 Apologies

Moved Mark Reed, seconded Wayne Rudd

Resolved

That the Mākara/Ōhāriu Community Board:

1. Accept the apologies received from Hamish Todd

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Mark Reed, seconded Chris Renner

Resolved

That the Mākara/Ōhāriu Community Board:

1. Approves the minutes of the Mākara/Ōhāriu Community Board Meeting held on 27 April 2023, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Public Participation

There was no public participation.

1.6 Items not on the Agenda

There were no items not on the agenda.

2. Reports

2.1 Oral Updates

Moved Darren Hoskins, seconded Wayne Rudd

Resolved

That the Mākara/Ōhāriu Community Board:

1. Receive the information.

Carried

- a) Joe Hewitt shared slides and updated the Board on the [Draft Speed Management Plan Consultation](#).
 - Council is required to present a speed management plan by the government to reduce speeds across Wellington
 - Submissions on the consultation closes at 5pm on 30 June.
 - The Board will share the consultation with the community and will encourage people to get involved and make submissions.

Attachments

- 1 Speed Management Plan Presentation

- b) Heather McCaskill, from WREMO and Ben Vollebregt, Civil Defence Controller at WCC, spoke to the regional approach to emergency planning.
 - Heather is the WREMO staff member for the Northern Western Suburbs.
 - The strategy is moving towards increasing community resilience for communities to be able to support each other in an emergency.
 - The Mākara School is a current community hub, they are working on creating a lockbox for the school.
 - The [community hub guide](#) is a really useful resource to support communities to prepare for a possible emergency.
 - Democracy Services to connect Heather and Christine to speak about running a community hub event and about the possibility of the Mākara Hall becoming a community hub.
- c) Richard Davidson provided a transport update:
 - Richard advised that Board members should log any transport issues in the fixit app or email info@wcc.govt.nz.
 - 365 Ōhāriu Road one lane is scheduled for construction to start in November 2023 (contractor dependent).

- Wayne will confirm with Richard that he gives permission for his hedge to be cut.
 - Darryn to send Richard the google location for edge markers on Tākarau Gorge.
 - Richard noted that Council cannot fix private access or driveways.
 - Richard will look into signage at Mākara Beach, don't dump rubbish on the left side of the beach and no right turn on the right side of the beach.
- d) Brian Russell gave an update on the [Allington culvert project impacts](#)
- The culvert is being replaced, this project will take one year which will cut down the traffic to one lane.
 - The bus has been rerouted to be the least possible impact.
 - The work was delayed so need to re-tender for the project. Hopefully, construction will start in 6 months.

Attachments

- 1 Allington Road Culvert Presentation
- e) The Chairperson, Mark Reed, gave the following update:
- The board didn't receive all the resource consents, Council has said they will do better in future. Mark has now sent out the missed resource consents for urgent review.
 - The cemetery vandalism issue has been resolved with the member of the public.
 - Karori Residency Association wants to forge a relationship with Mākara/Ōhāriu Community Board.
 - Not all school children are now eligible for the Mākara school bus. Mark, Grant Robertston and Councillor Rebecca Matthews have all been challenging this decision.
 - Democracy Services to look at the Planning team coming to a future meeting to talk about the Council's interpretation of the District Plan around resource consents.

2.2 Resource Consent applications and approvals for 14 April 2023 to 22 May 2023

Moved Christine Grace, seconded Chris Renner

Resolved

That the Mākara/Ōhāriu Community Board:

1. Receive the information.

Carried

2.3 Current and Upcoming Consultations and Engagements

Moved Wayne Rudd, seconded Christine Grace

Resolved

That the Mākara/Ōhāriu Community Board:

1. Receive the information.

Carried

2.4 Forward Programme

Moved Darren Hoskins, seconded Wayne Rudd

Resolved

That the Mākara/Ōhāriu Community Board:

1. Receive the information.
2. Approve the current work programme, subject to any required changes.

Carried

The meeting concluded at 8:55pm 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 Mākara/Ōhāriu Community Board

Minute item attachments

7:00pm Thursday, 8 June 2023
Ōhāriu Valley Hall
550 Ohariu Valley Road
Wellington

Business

Page No.

1a Speed Management Plan Slides

- | | |
|---------------------------------------|---|
| 1. Speed Management Plan Presentation | 2 |
|---------------------------------------|---|

1c Transport Updates Presentation

- | | |
|--|----|
| 1. Allington Road Culvert Presentation | 24 |
|--|----|

Draft Speed Management Plan

Mākara/Ōhāriu Community Board

8 June 2023

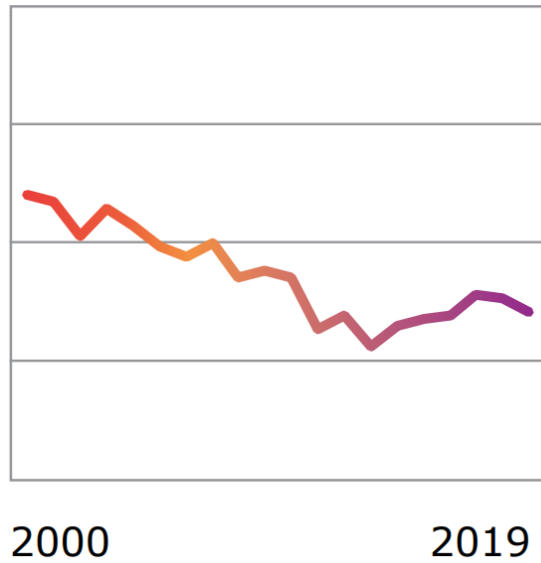


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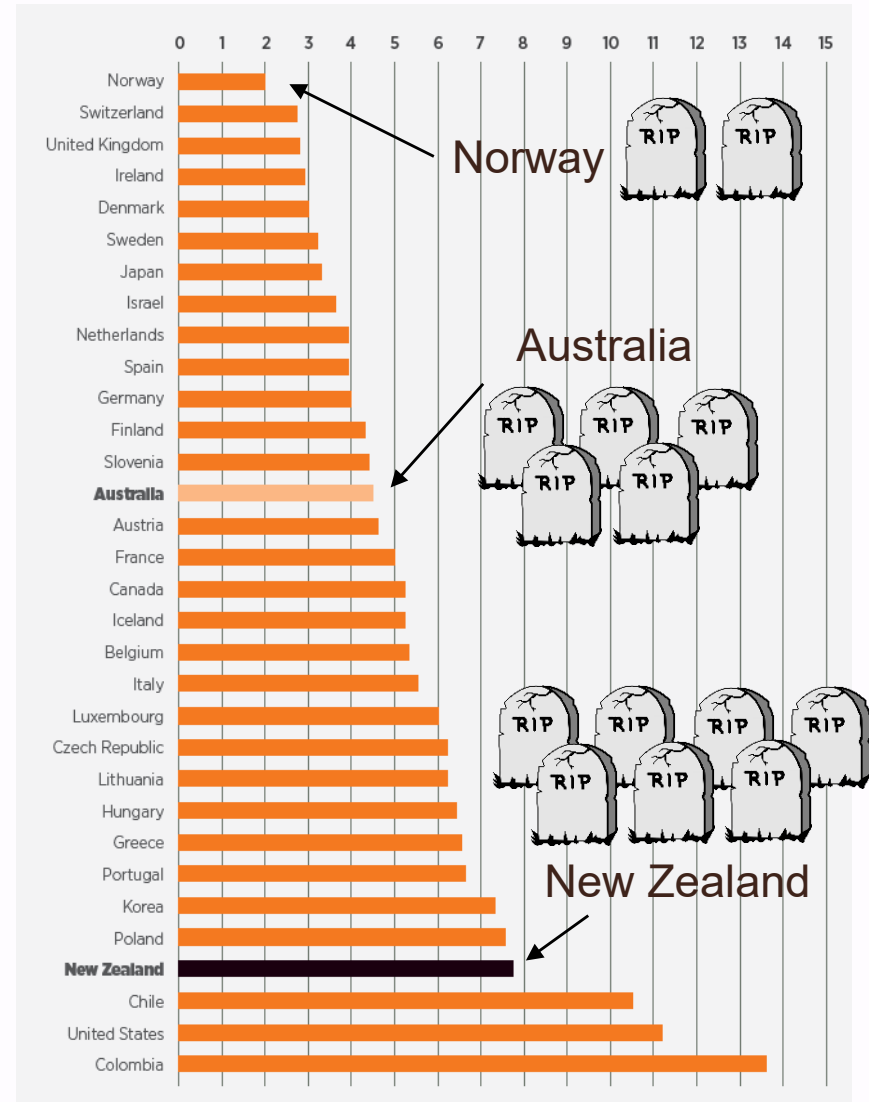
Road Crashes with Injuries: International Comparisons

Road fatalities per 100,000 population

New Zealand



International Transport Forum's Road Safety Annual Report 2020 – OECD Countries

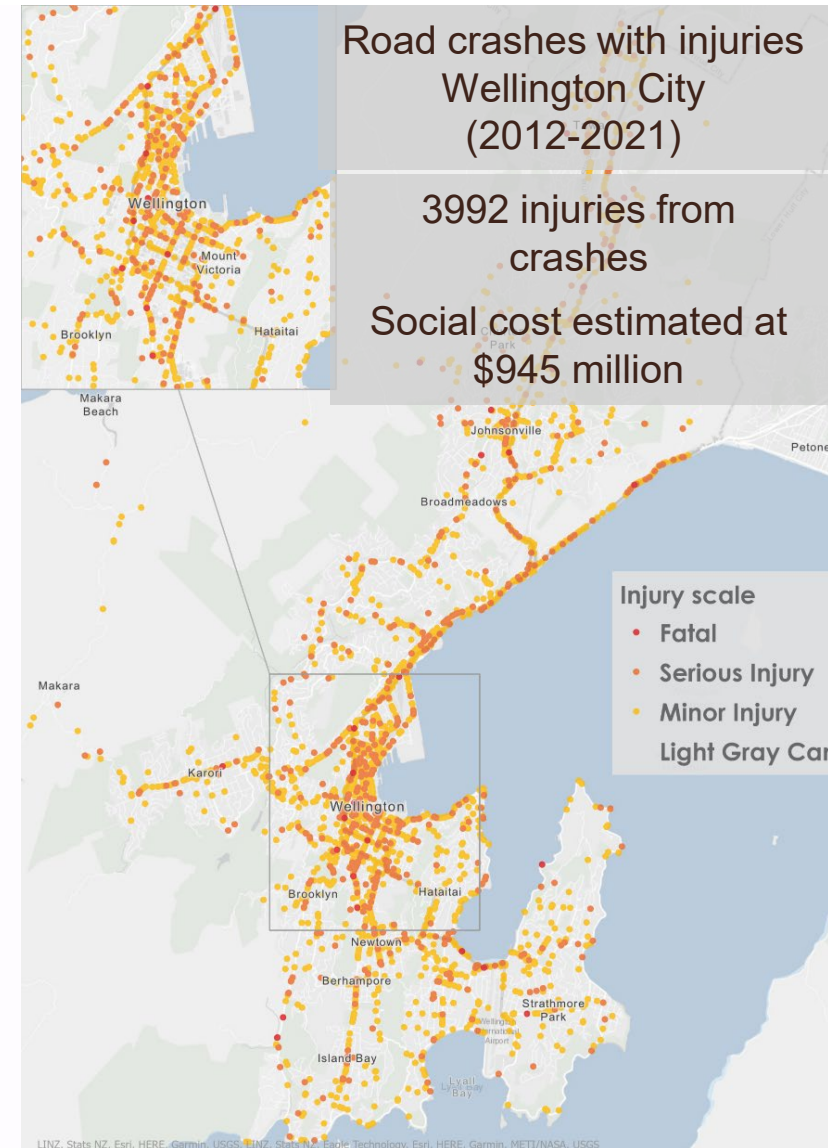
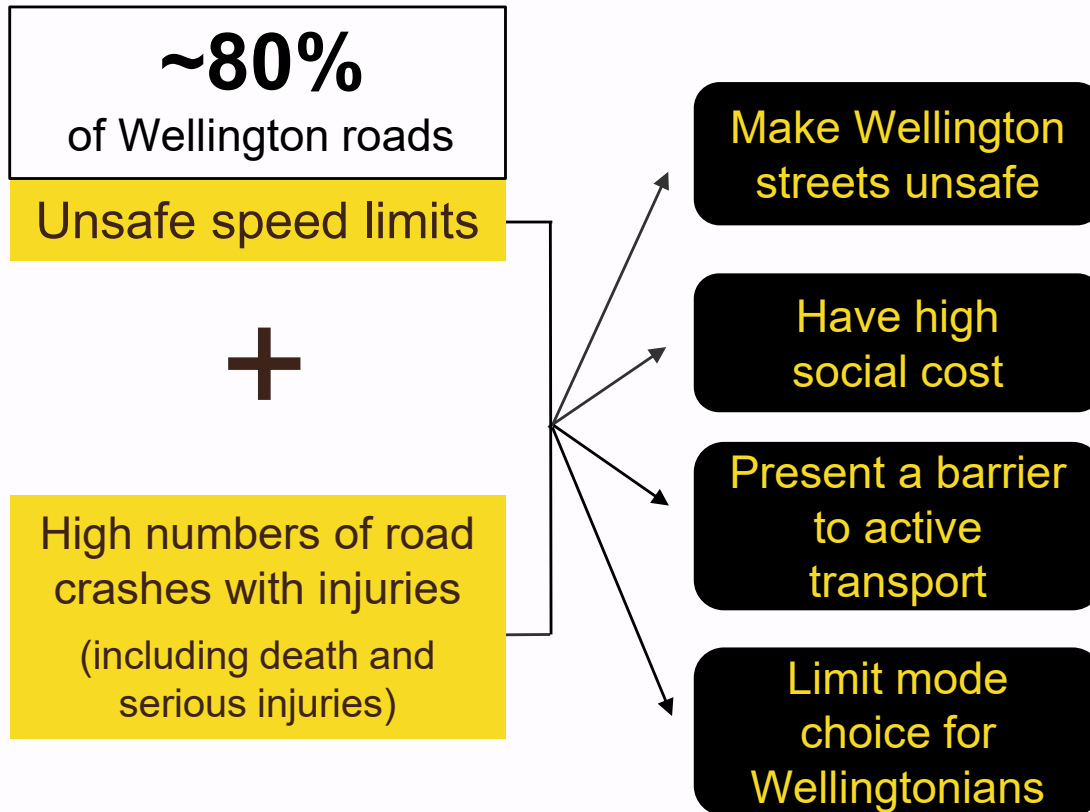


Wellington's Safe Speed Programme

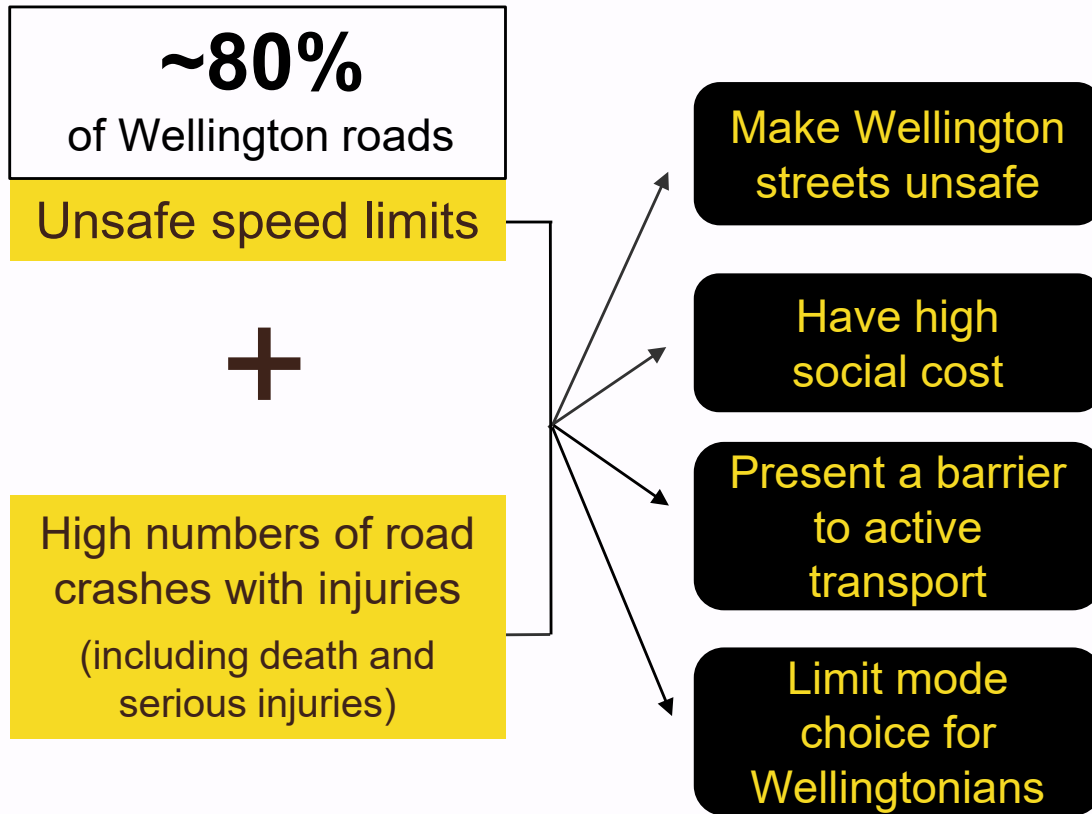


Video link: <https://www.letstalk.wellington.govt.nz/smp/widgets/404691/videos/26582>

Problem

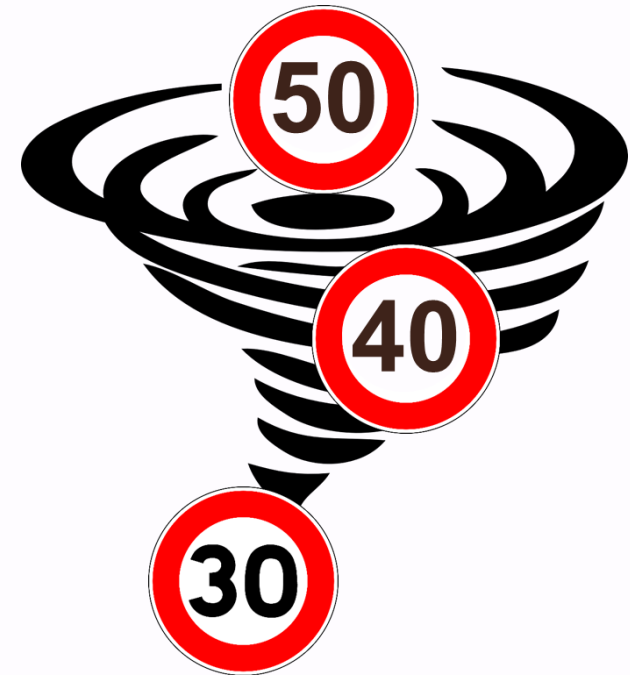


Problem



Part of a Solution

Setting safe and appropriate speed limits



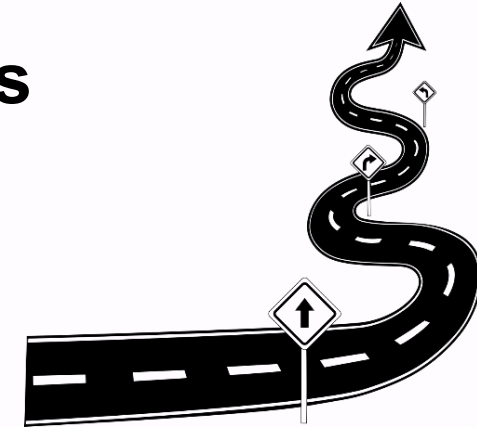
Speed and Road Crashes with Injuries

Speed is a major contributing factor to deaths and serious injuries on roads in Aotearoa

Higher speeds **↑** the risk of crash occurring



Crash at faster speeds
↑ the risk of death or serious injury

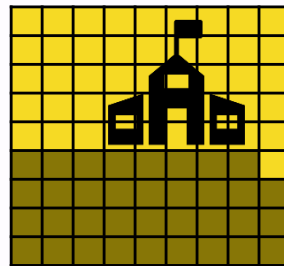


Complexity and Strategic Importance of Wellington Transport Network

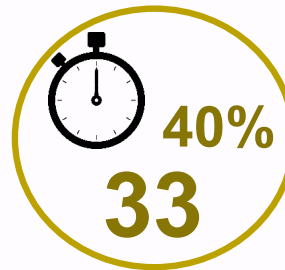
Access to:

- a regional port
- a regional hospital
- a regional airport
- largest regional commercial centre

Large number of schools



81



Road network length

700 km



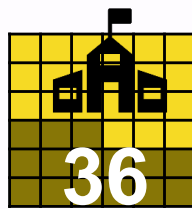
HCC



487 km



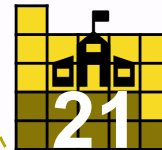
PCC



270 km



UHCC



250 km



KCDC



418 km



Public Attitudes to Road Safety Report (2020) by Waka Kotahi



Speed on urban roads

82% keep as is
12% lower speed



Speed in urban centres

58% supported
22% opposed



68% supported

Land Transport Rule: Setting of Speed Limits 2022

Came into force on 19 May 2022

Road controlling authorities
set speed limits for
roads under their control

Speed Management Plan

- Objectives, policies and measures for at least 10 years
- 3-year implementation plan
- To be reviewed every 3 years



To improve safety
outcomes

+

To make walking,
cycling, and scooting
appealing for school
travel

At least 40% of schools by 30 Jun 2024

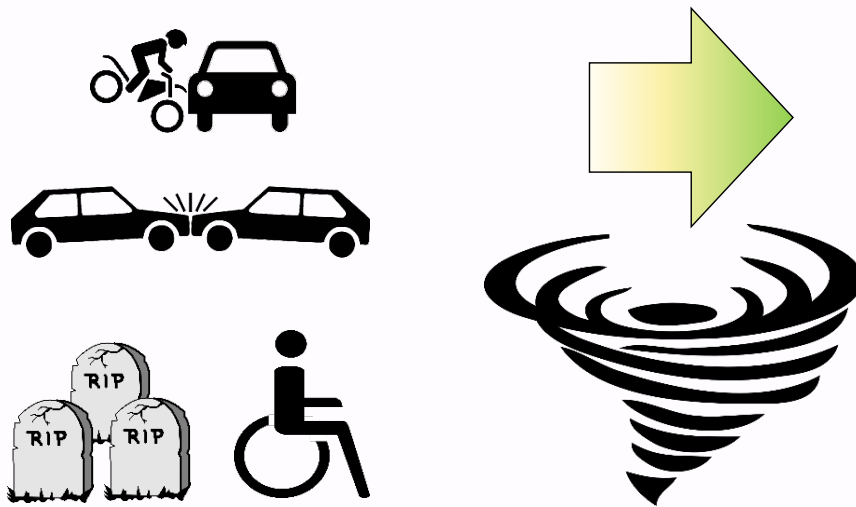
All schools by 31 Dec 2027

**The Rule requires
engagement with Māori**



Guiding Principles for Speed Management

New Rule and Guidance: Whole-of-Network Approach

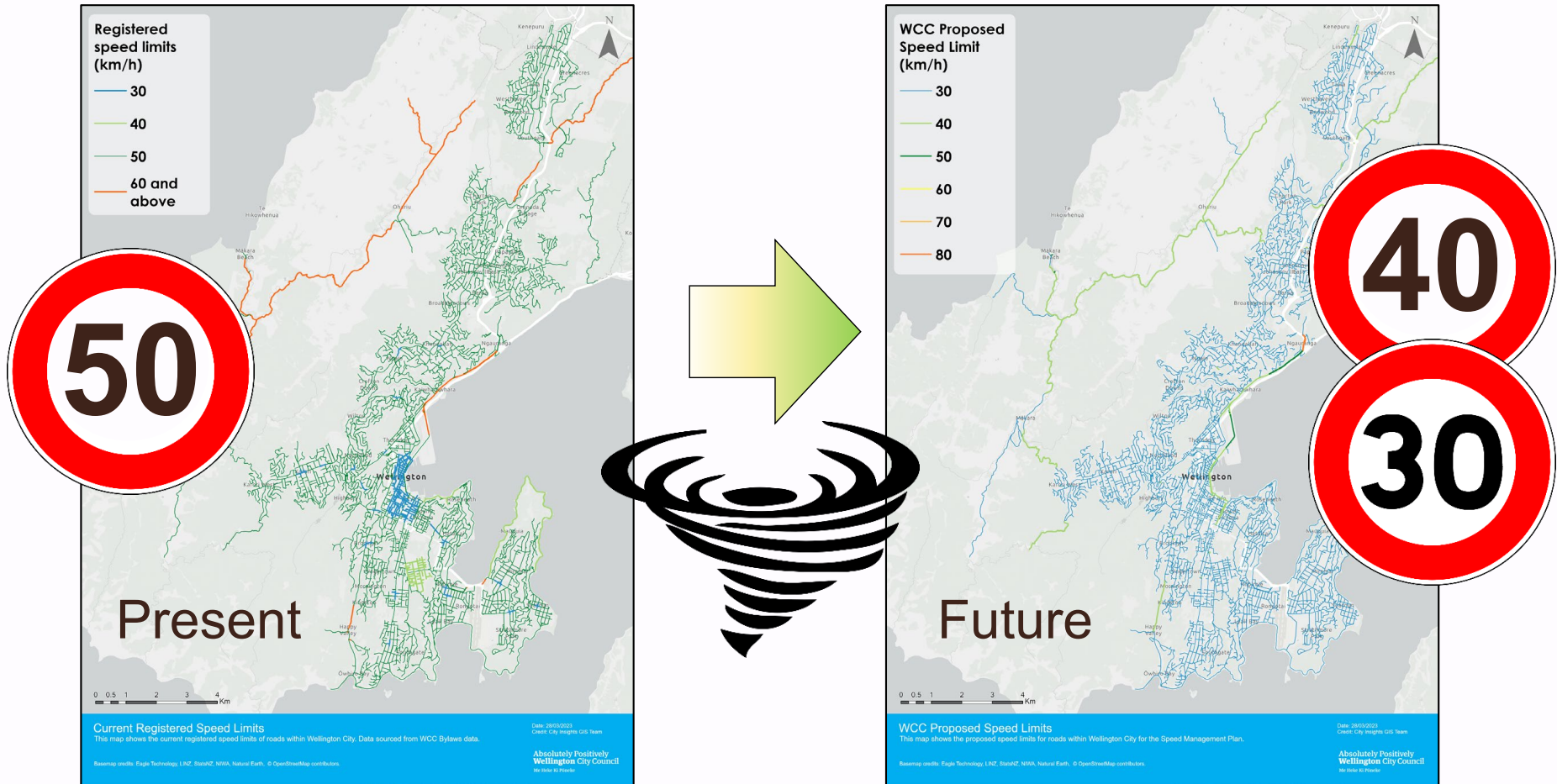


Past

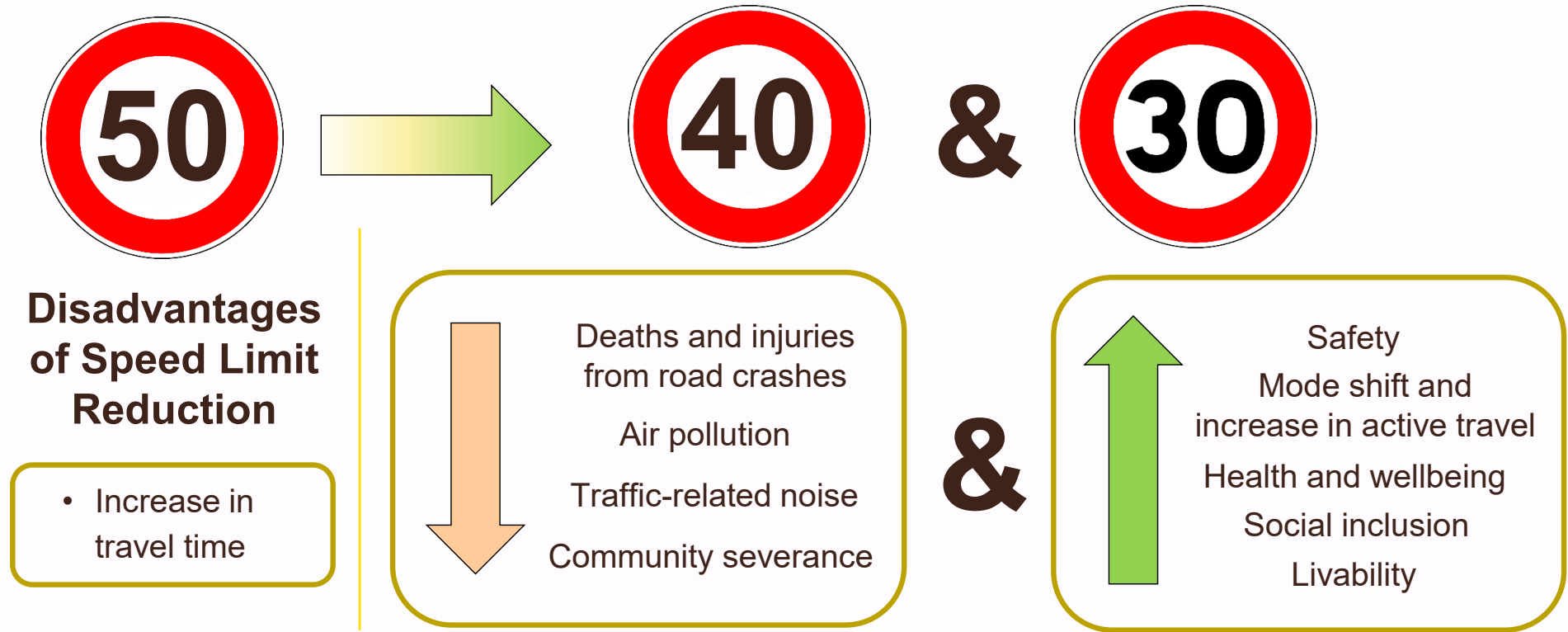


Present

Speed Limits in Wellington City



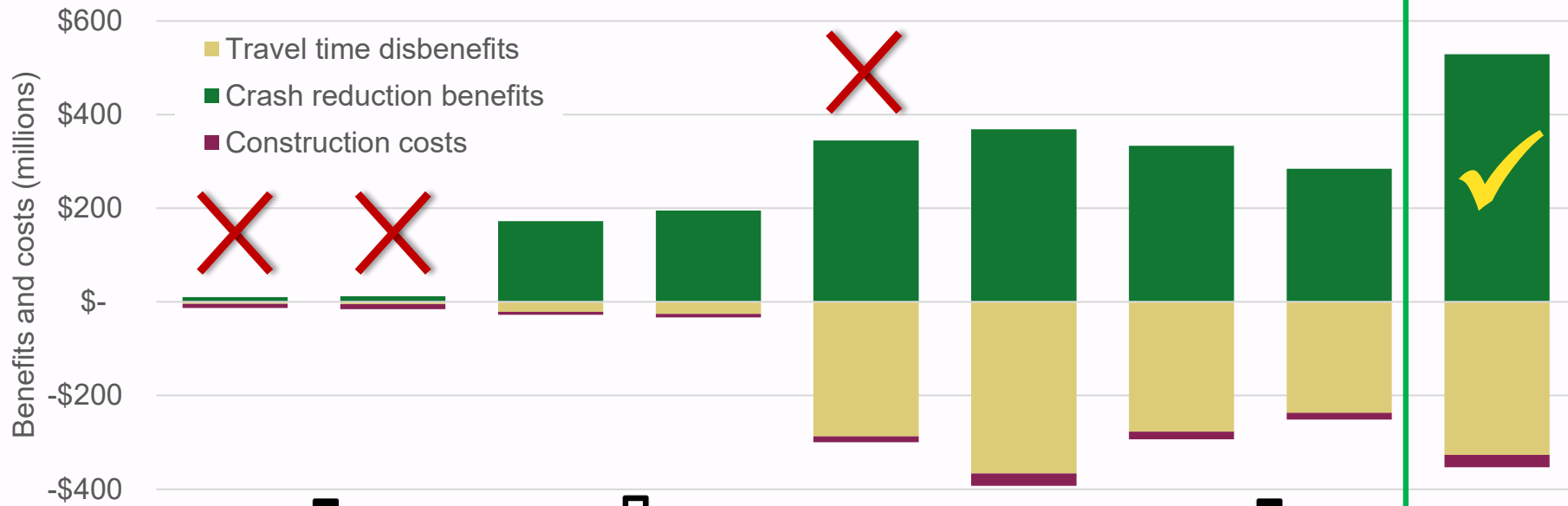
Benefits of Speed Limit Reduction



Best practice: Speed management should be considered within a wider policy context to make public spaces safer, healthier and more livable

Cost and Benefits by Option

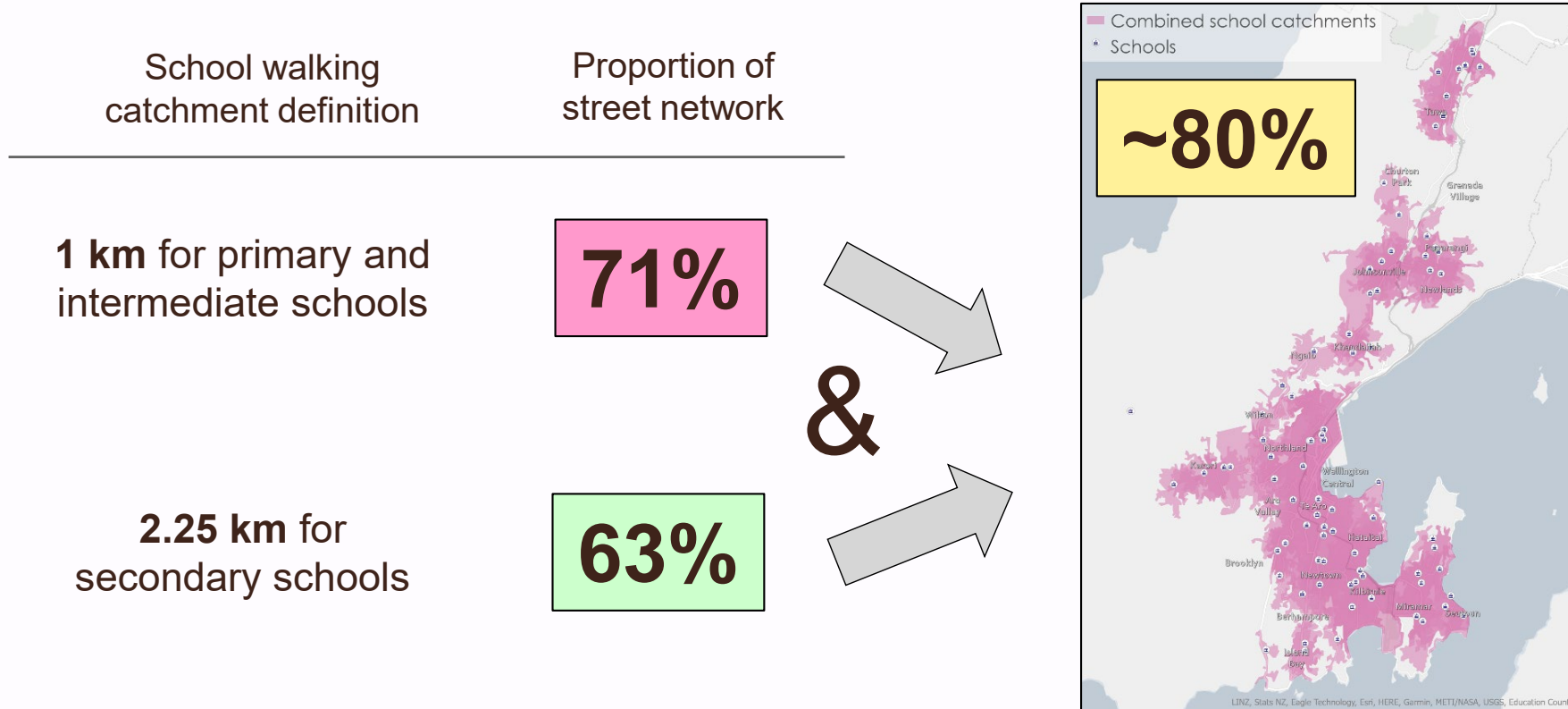
Benefits Cost Ratio (BCR)	0.7	0.7	23.4	22.8	4.6	0.1	3.2	3.5	7.7
Net benefits	-3.0 m	-3.1 m	\$144 m	\$162 m	\$46 m	-\$24 m	\$32 m	\$40 m	\$176 m



Implementation timeline:
'a' – by 2030
'b' – by 2024 (accelerated)

1a	1b	2a	2b	3	4	5a	5b	6
Variable at school		Permanent at school		40 km/h default	30 km/h default	40 km/h default + Variable at school		40 km/h + 30 km/h mix

Proportion of street network with 30 km/h speed limits in walking catchment areas around schools



*School walking catchments defined based on New Zealand research

Combined primary, intermediate and secondary schools in Wellington city

Resolution of Pūroro Āmua | Planning and Environment Committee (15 Sep 2022): Approach to Speed Management in Wellington City

Item 1.a Attachment 1

All non-arterial streets

Arterial streets:

- Central city and town centres
- Near Kohanga Reo, Kura Kaupapa, public housing, schools, suburban shops, kindergartens, playcentres, early childhood education facilities
- Where cycling or pedestrian safety warrants slower speeds



All other arterial streets
(some exceptions)

Few arterial streets
Regional, national
and
high-volume
roads

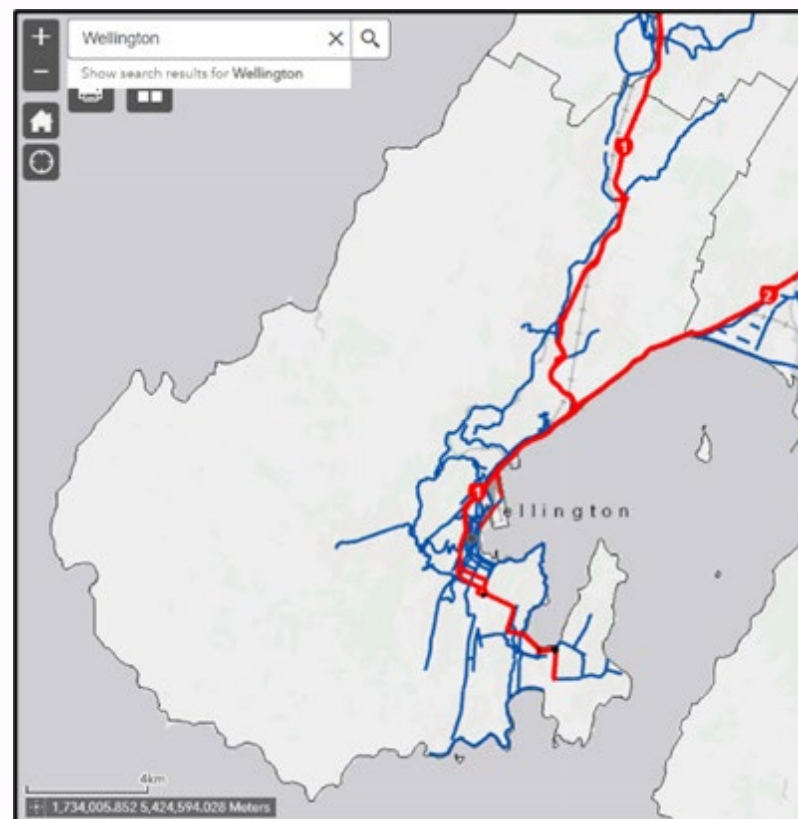
Lower speed limits where appropriate

Arterial Streets in Wellington City

The map on the right shows
arterial streets in blue.

State Highway and high volume
roads are presented in red.

Waka Kotahi is road controlling
authority for State Highways.

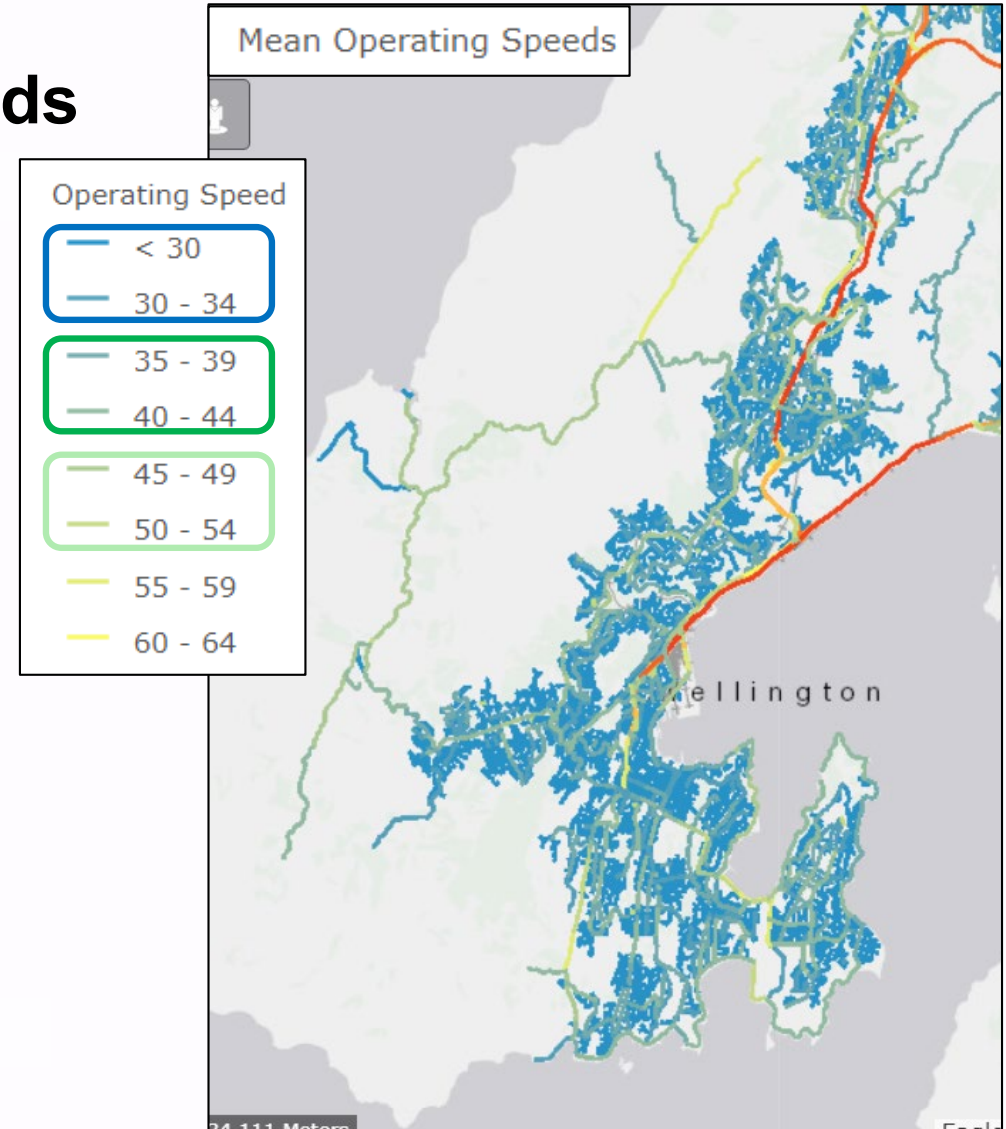


Current Mean Operating Speeds

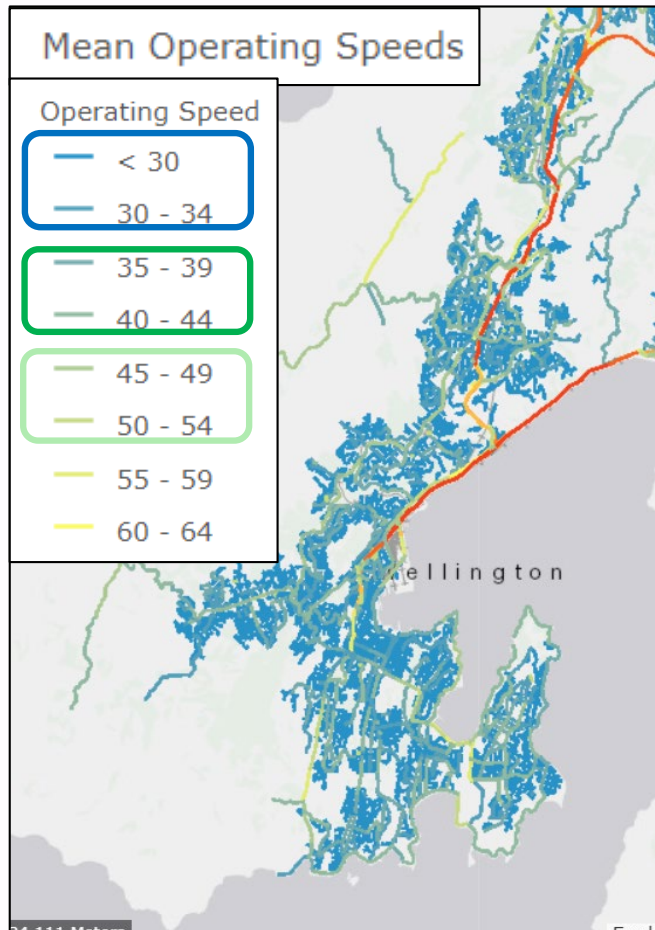
Wellington City

	Current mean operating speed
Wellington City (excluding State Highways)	23.4 km/h
Access	18.5 km/h
Arterial	35.4 km/h
Primary Collector	30.4 km/h
Regional Strategic	29.0 km/h
Secondary Collector	26.9 km/h
<i>National Strategic</i> (<i>State Highway</i>)	<i>50.2 km/h</i>

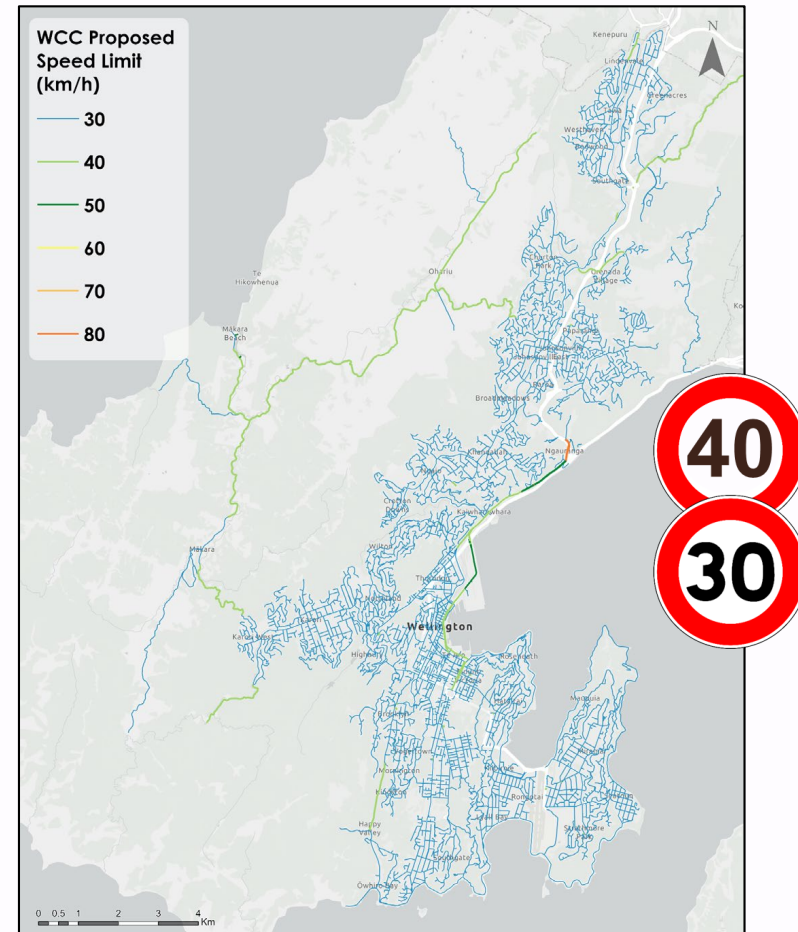
MegaMaps: Road to Zero Edition 1
(Source: Waka Kotahi; September 2022)



MegaMaps: Road to Zero Edition 1
 (Source: Waka Kotahi; July 2022)
 Current Mean Operating Speed



Wellington City Council
 Proposed New Speed Limits



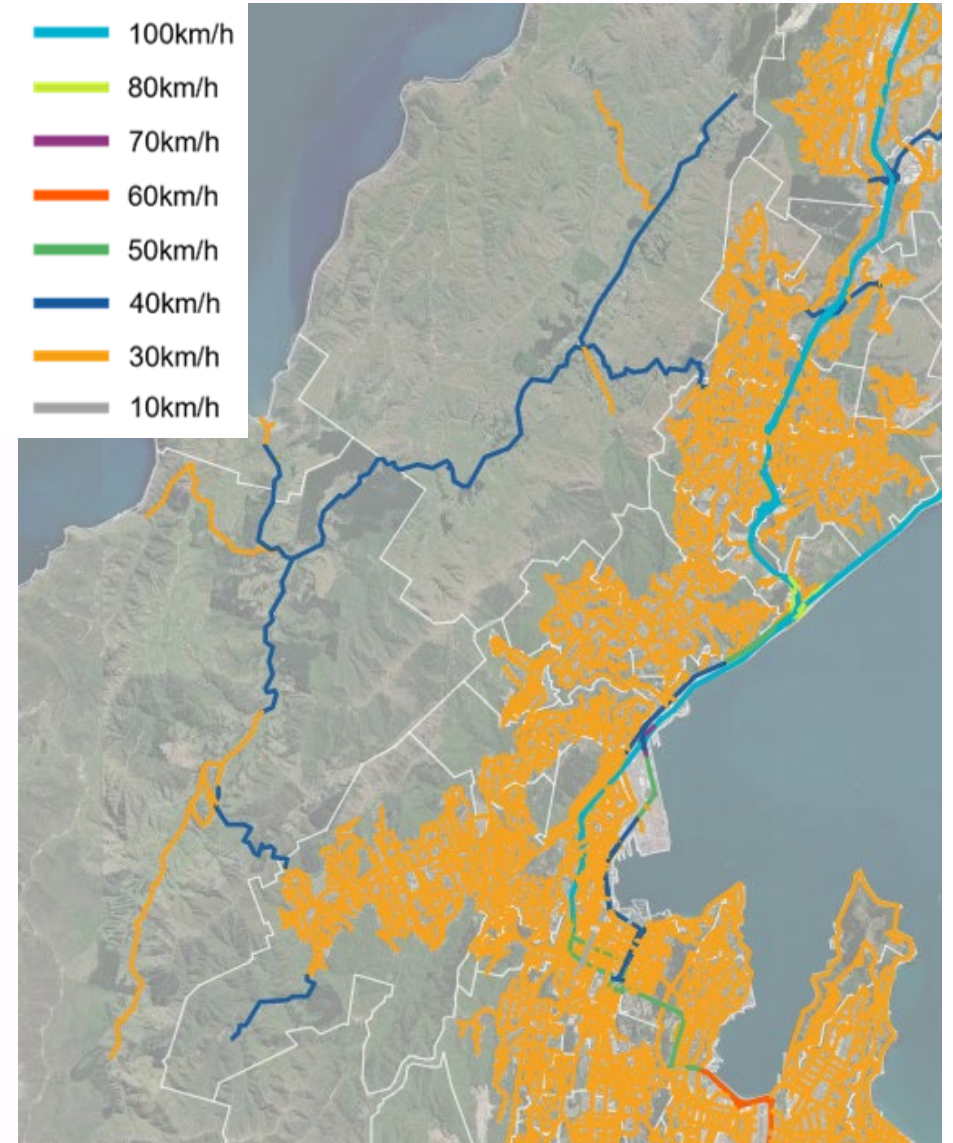
Mākara/Ōhāriu Proposals

Proposed 40 km/h

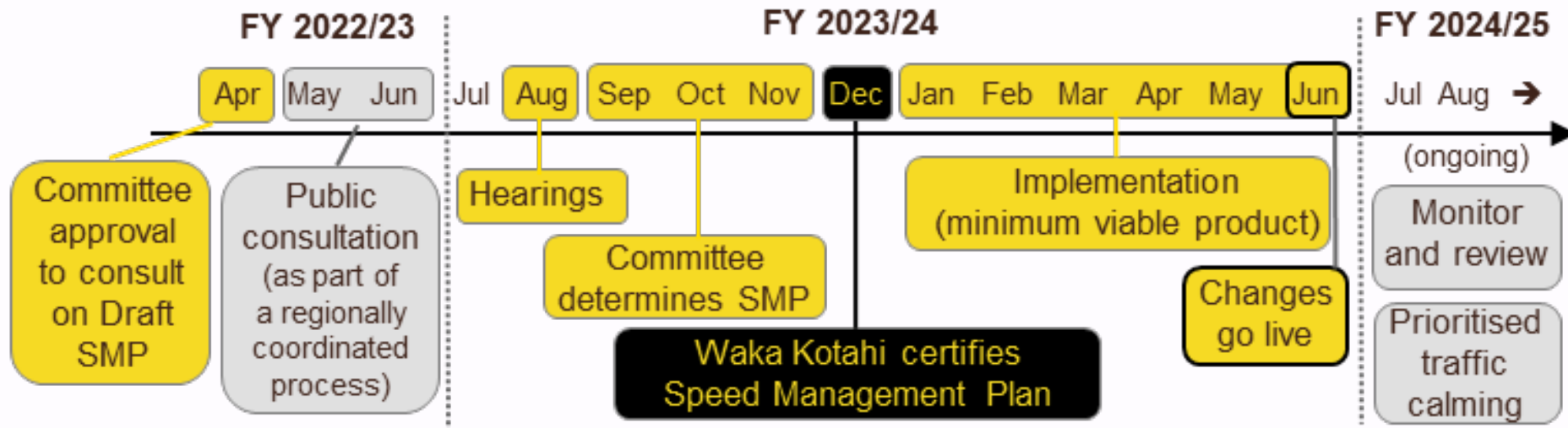
- Makara Rd
- Ohāriu Valley Rd
- Takarau Gorge Rd

Proposed 30 km/h

- Boom Rock Rd
- Makara villages
- Opau Rd
- Rifle Range Rd
- South Makara Rd



Timeline



* SMP = Speed Management Plan

Any Questions?

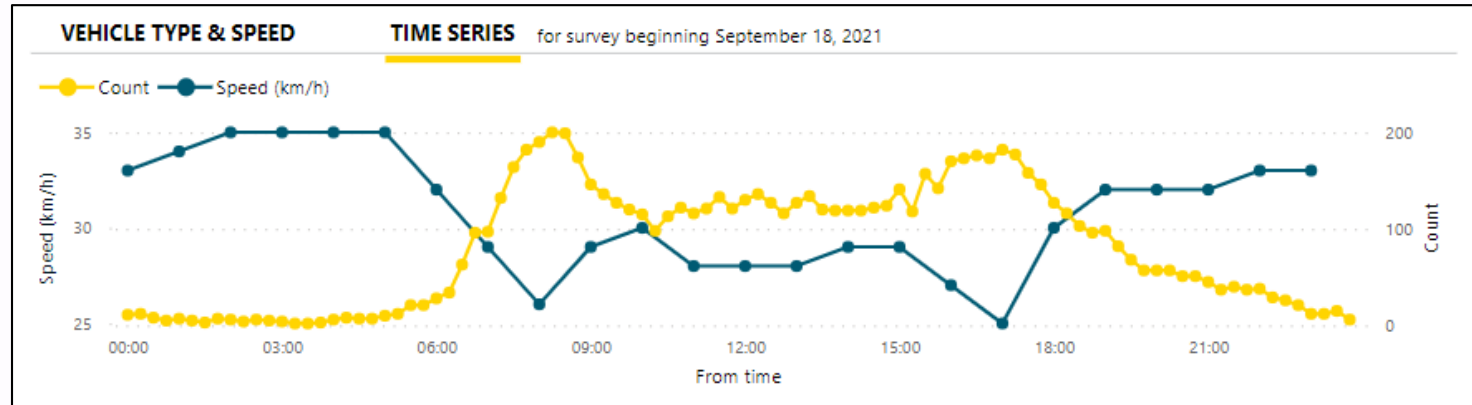
Draft Speed Management Plan



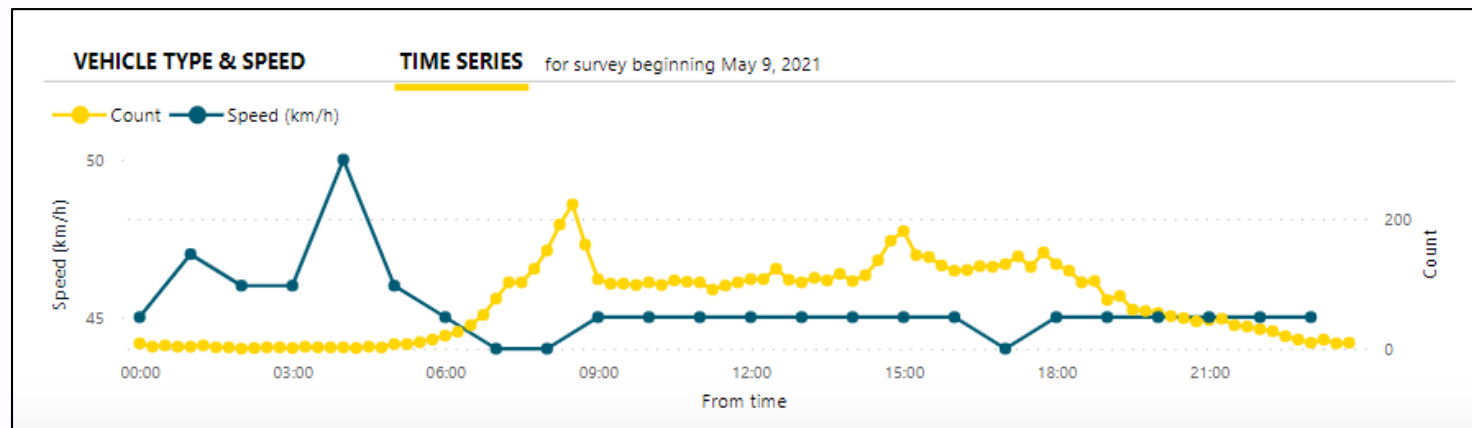
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Traffic Data Portal – By Wellington Transport Analytics Unit

The Terrace –
Bowen St to
Bolton St



Broadway –
Tio Tio Rd to
Cavendish Sq



<https://wellingtontransportanalytics.co.nz/project/traffic-data-portal>

Allington Road Culvert Replacement Project

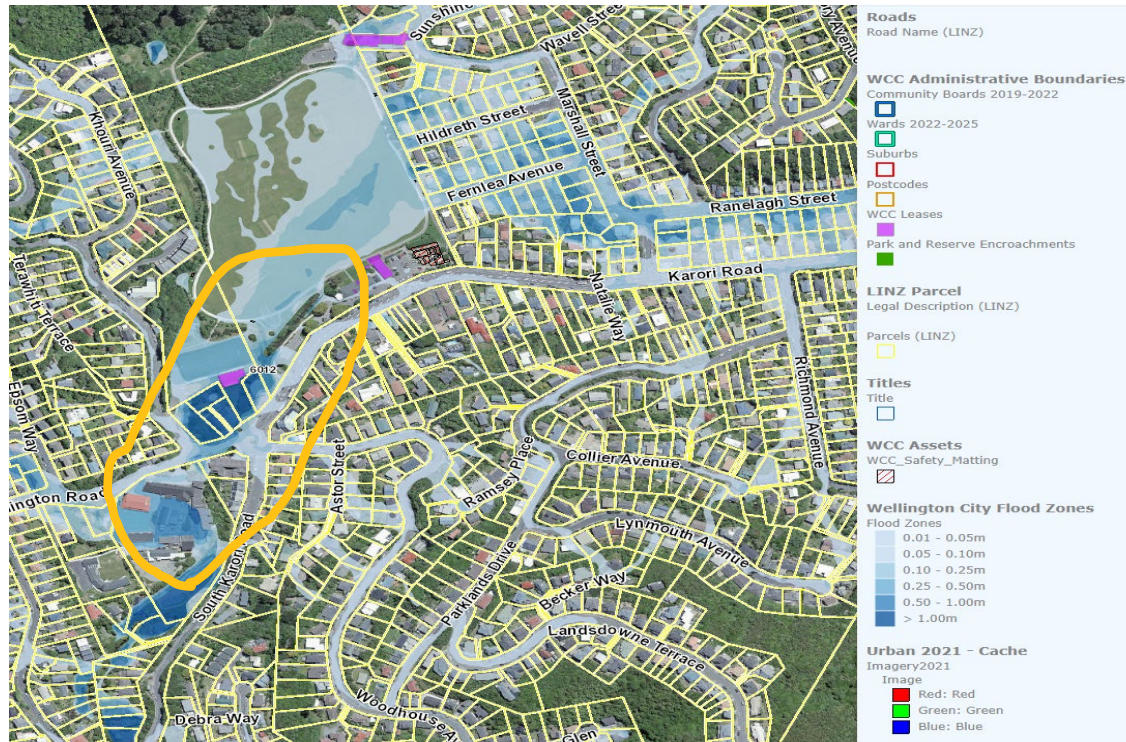
Presentation for Mākara/Ōhāriu Community Board

8th June 2023



Allington Road Culvert discussion

Flooding details at the Culvert



Allington Road culvert replacement

We are replacing the concrete culverts that help carry the Karori Stream under Allington Road

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Construction Staging

This is how we intend the Allington Road culvert replacement will be constructed

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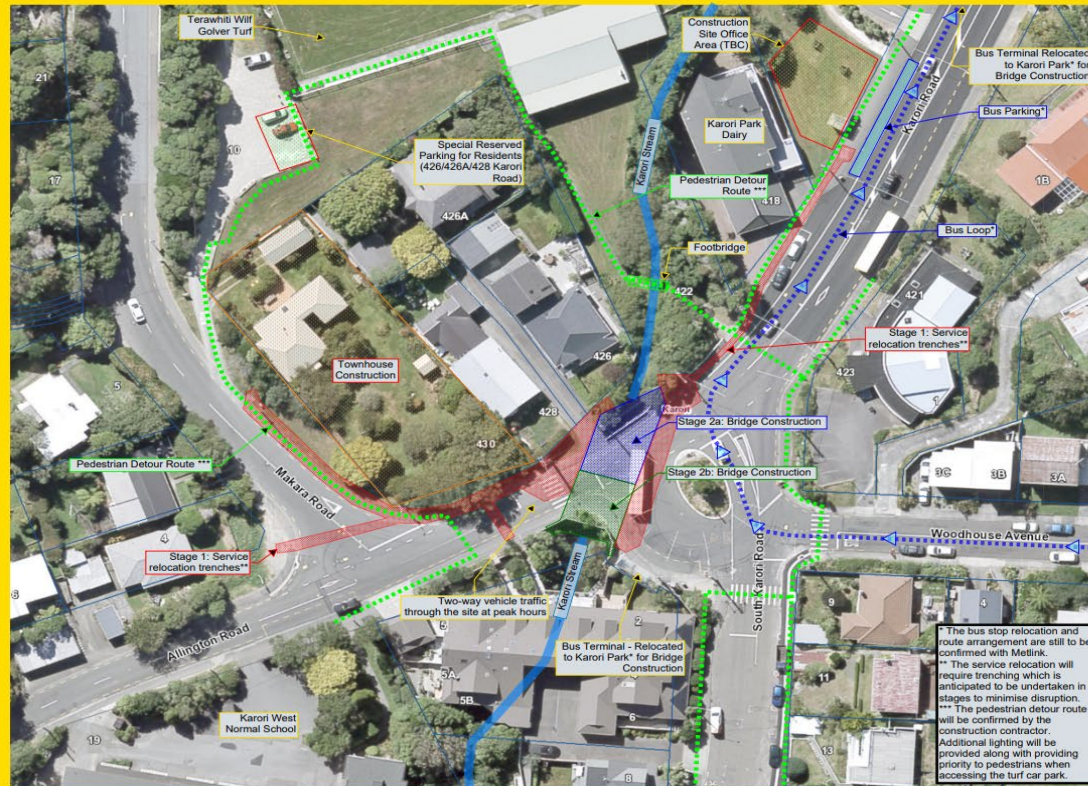


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Access through construction

How to navigate around the construction of Allington Road culvert replacement

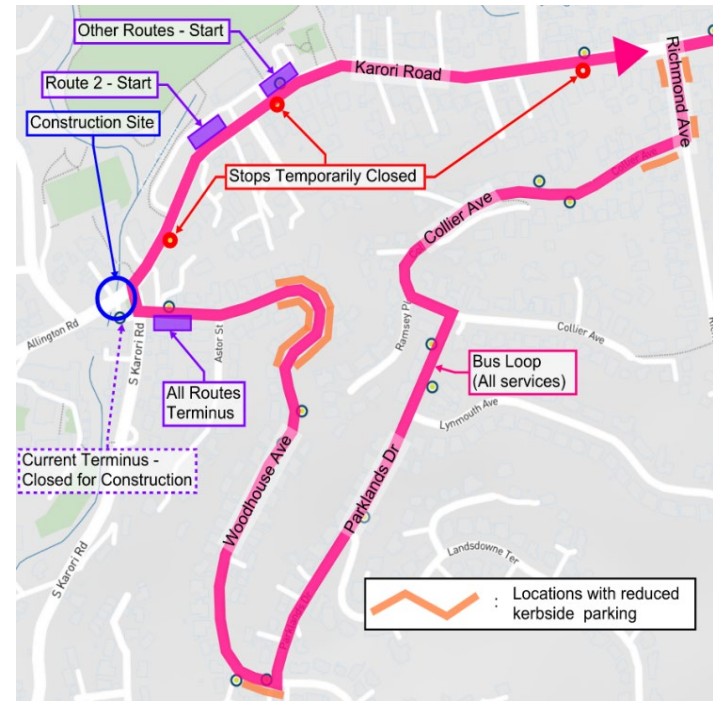
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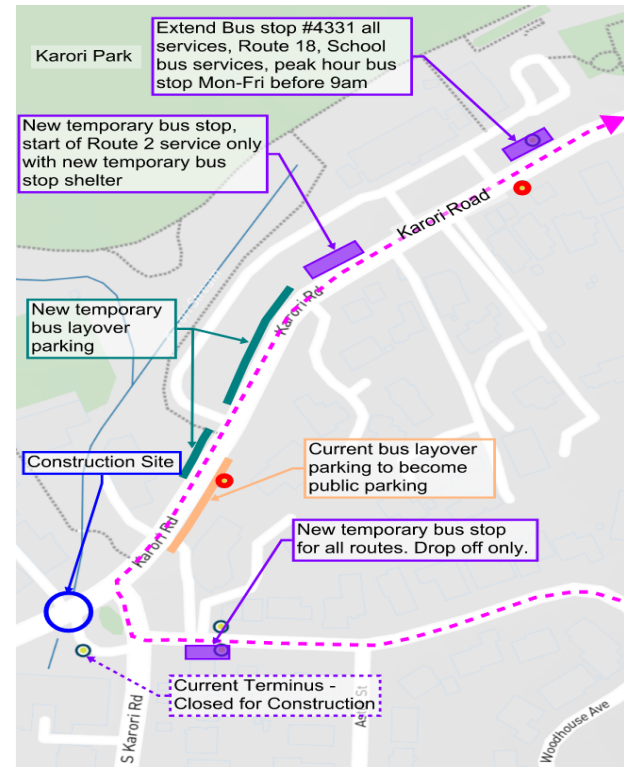
Concept Plan



Alternative Bus Route

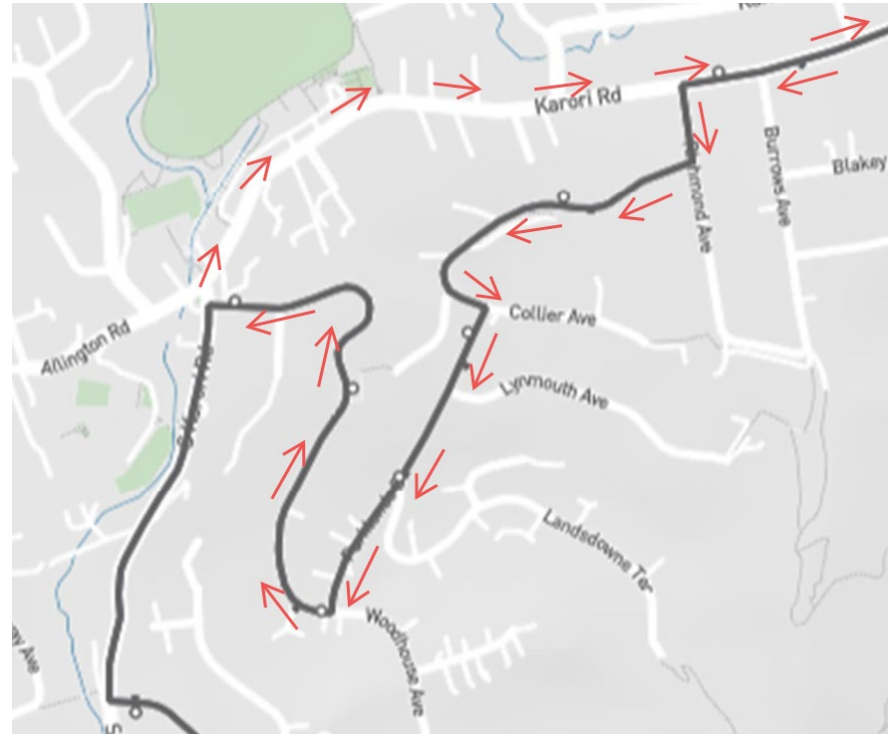


Bus Stop arrangements

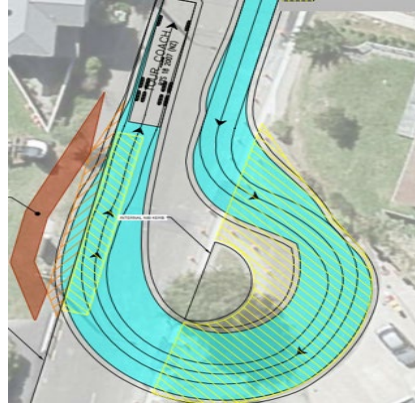


1. Richmond, Collier Avenues, Parkland Drive and Woodhouse Avenue (Route 33 existing bus route)

- Cost - \$573K
- Karori Residents strongly objected to use this route as an alternative route for the buses.
- Council may face difficulty in finding alternative parking arrangements for the residents.
- This option is no longer viable for the project



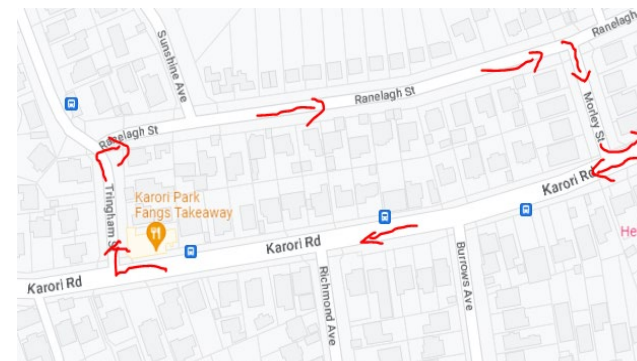
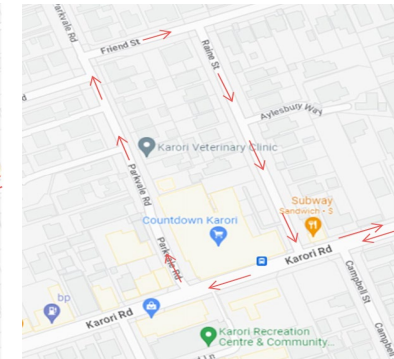
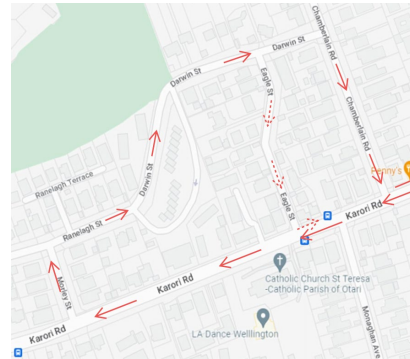
2. To utilise the previous South Karori Road bus turnaround area



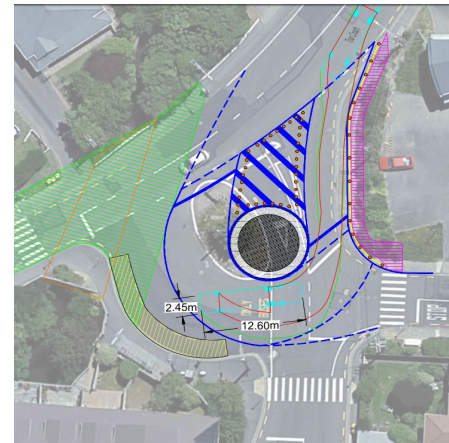
- Cost - \$837K
- School children drop off and pick up area. Concerns about the safety of school children.
- Narrow road and increase the frequency of the buses passing school children drop off area.
- Council may face difficulty in finding alternative parking arrangements for the residents.
- This option is no longer viable for the project

3. To utilise the existing minor roads off Karori Road. One direction only.

- Cost - \$175K + cost for shuttle Buses
- 900m to 1.2 Km east of existing bus terminus.
- Additional cost need to be spent for shuttle buses.
- However not enough shuttle buses available with metlink.
- Council may face difficulty in finding alternative parking arrangements for the residents.
- Concerns about the Safety of the residents(same as option A)
- This option is no longer viable for the project.



4. To modify the existing traffic island and kerb lines at the proposed site to accommodate buses turning around



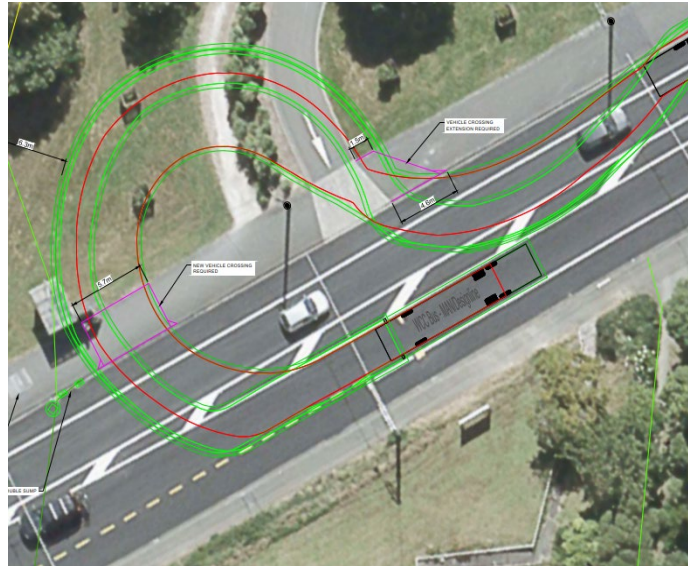
- Cost - \$628K
- Contractor raised the concerns about the safety of public and buses as heavy machineries will be for construction work. Area need to be restricted for public.
- Traffic management will be difficult as the bus terminus point is closer to the site.
- This option is no longer viable for the project

5. To utilise existing entry/exist and western parking area of the Karori Park to drive through and turnaround buses.



- Cost - \$747K
- Karori Park lose two parking areas. Alternative parking area (s) need to be provided.
- Traffic management will be more difficult.
- More reinstatement work at the end of the project
- This option need public consultations (KRA, Sports clubs, Mud Cycles Café etc)
- PSR agreement need through licence process as per Reserve Management Plan.
- Less favourable option for the project.

6. To utilise land owned by WCC (PSR) to construct a new temporary bus turnaround area.



- Cost - \$664K
- Cost is lower than option 5
- Less disturbances to Karori Park area compare to option 5
- Traffic management will be not difficult than option 5.
- Less reinstatement work at the end of the project than option 5
- This option need public consultations (KRA, Sports clubs, Mud Cycles Café etc)
- PSR agreement need through licence process as per Reserve Management Plan.
- More favourable option for the project.

END
Thank you