

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee Ngā Meneti | Minutes

9:30 am Rāapa Wednesday, 15 Whiringa ā-rangi November 2023
Ngake (16.09), Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington



PRESENT

Mayor Whanau (via audio visual link)
Deputy Mayor Foon
Councillor Abdurahman
Councillor Apanowicz
Councillor Brown (Chair)
Councillor Calvert
Councillor Chung
Councillor Free
Pouiwi Hohaia
Pouiwi Kelly
Councillor Matthews (via audio visual link)
Councillor McNulty (via audio visual link)
Councillor O'Neill
Councillor Pannett (via audio visual link)
Councillor Randle
Councillor Young

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting (hui) open at 9:33AM 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 Brown, seconded Councillor O'Neill

Resolved

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Accept the apologies received from Councillor Wi Neera for absence, Mayor Whanau, Councillor Apanowicz, Councillor Calvert, Pouiwi Kelly, Councillor Brown for partial absence and Deputy Mayor Foon for lateness.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Brown, seconded Councillor O'Neill

Resolved

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Approves the minutes of the Kōrau Tūāpapa | Environment and Infrastructure Committee Meeting held on 14 September 2023, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Items not on the Agenda

There were no items not on the agenda.

1.6 Public Participation

There were no requests for Public Participation.

2. General Business

Secretarial note: The following members of the public addressed the committee regarding their written submissions on the Berhampore Newtown Transport Project.

Stephen Day	
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(Councillor Calvert joined the hui at 9:38 AM.)

Stephen Maslin	
Nicholas Cameron	
James Sullivan	
Peter Campbell and Claudia Campbell	
Sally Ogle	
Dylan Packman	
Khoi Phan	
Chris McKeown	

The hui adjourned at 10:27 AM and returned at 10:55 AM with the following members present: Councillor Brown, Mayor Whanau, Councillor Abdurahman, Councillor Chung, Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Randle, Councillor Young, Pouiwi Hohaia, Pouiwi Kelly.

William Levack	Univeristy of Otago
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(Deputy Mayor Foon returned to the hui at 11:06 AM)

Haydon Miller (NZIBS Registered Building Surveyor)	
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(Councillor Calvert returned to the hui at 11:09 AM)
(Councillor Young left the hui at 11:15 AM)

Joy Teutenberg	
Ellen Blake	Living Streets Aotearoa
Sarah Vidler	
Linda Beatson	
Terry Collins	
Blair Rutherford	Berhampore Locks
Emma Osbourne	
Fleur Rohleder and Michael Dombroski	Fire and Emergency New Zealand
James Fraser	We Are Newtown
Eamonn Marra	
Ken Allen	
Katherine Mcluskie	

Meeting Duration and Adjournment

Moved Councillor Brown, seconded Councillor Abdurahman

Resolved

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Extend the meeting beyond six hours, in accordance with standing order 11.7.
2. Adjourn the meeting until 9:30am, Thursday 16 November 2023.

Carried

The hui adjourned at 12:29 PM and returned at 1:13 PM with the following members present Councillor Brown, Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Matthews, Councillor McNulty, Councillor Pannett, Councillor Young, Pouiwi Hohaia, Pouiwi Kelly.

Helen Grove	
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(Councillor Free returned to the hui at 1:15 PM)
(Councillor Pannett returned to the hui at 1:16 PM)
(Councillor O'Neill returned to the hui at 1:18 PM)

Frances Mountier	
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(Deputy Mayor Foon returned to the hui at 1:25 PM)
(Councillor Randle returned to the hui at 1:29 PM)

Suzanne Miller	
Miriam Moore and Gabriela Jimenez	Women in Urbanism
Sam Caino	
Maureen Blakemore	
James Harris	
Sai	
Julie Crisford	
Michelle Curel	Newtown Medical Centre
Marion Leighton	DAST
Marion Leighton	

(Councillor Young left the hui at 2:39 PM)

Bogdan State	
Bethany Miller	
Eliza and Ben Oldfield	

The hui adjourned at 2.52 PM and returned at 2:08 PM with the following members present: Councillor Brown, Mayor Whanau, Deputy Mayor Foon, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Randle, Councillor Young, Pouiwi Hohaia, Pouiwi Kelly.

Jonathan Markwick	
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(Councillor Pannett returned to the hui at 3:19 PM)

Ben Gittos	
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The hui adjourned at 3.20 PM and returned at 9:30 AM with the following members present: Councillor Brown, Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Young, Pouiwi Hohaia.

Christina Tyson	The Salvation Army Newtown Centre
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(Deputy Mayor Foon returned to the hui at 9:31 AM)
 (Councillor Randle returned to the hui at 9:31 AM)
 (Councillor Pannett returned to the hui at 9:34 AM)

Patrick Morgan	Cycling Action Network
Jo Lambert	
Tony Paine	Mary Potter Hospice
Chris Peace	
Beth Walker	
Aperahama Locke	
Raewyn Hailes	CCS Disability Action
John Ong	

(Councillor McNulty returned to the hui at 10:22)

Carol Comber	
Patrick Lui	

The hui adjourned at 10:33 AM and returned at 10:58 AM with the following members present: Councillor Brown, Mayor Whanau, Deputy Mayor Foon, Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Randle, Councillor Young, Pouwi Hohaia.

Ruth Fraser	
Eddie	
Michael Hoy	
Peter Nunns	
Rebekah Soper	

(Mayor Whanau left the hui at 11:37 AM)

Secretarial note: Councillor Free assumed the chair from Councillor Brown.

The hui adjourned at 11:40 AM and returned at 11:53 AM with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Matthews, Councillor McNulty, Councillor Pannett, Councillor Randle, Councillor Young, Pouwi Hohaia.

Neil Ranger	
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(Deputy Mayor Foon returned to the hui at 11:59 AM)

Alex Dyer and Andrew Bartlett	Cycle Wellington
Alex Dyer	

(Councillor Randle left the hui at 12:06 PM)

Mahesh Parmar	
Amanda	
Tam Webster	

(Councillor Young left the hui at 12:21 PM)
(Councillor Randle returned to the hui at 12:24 PM)

Catherine	
Adam Cheney	

The hui adjourned at 12:42 PM and returned at 1:16 PM with the following members present:
Councillor Abdurahman, Councillor Apanowicz, Councillor Calvert, Councillor Chung,
Councillor Free, Councillor Matthews, Councillor McNulty, Councillor Pannett, Councillor
Randle, Councillor Young, Pouwi Hohaia.

Elsbeth White	
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(Councillor Randle left the hui at 1:19 PM)
(Deputy Mayor Foon returned to the hui at 1:19 PM)

Rakesh Patel	
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(Councillor Randle returned to the hui 1:28 PM)

Steve Cosgrove	
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(Mayor Whanau returned to the hui at 1:31 PM)

James Barber	
Simon Barron	
Rhona Carson	Newtown Residents Association

(Councillor O'Neill returned to the hui at 1:48 PM)

Isabella Cawthorn	Frocks On Bikes
Bryce Golden-Chen	
Urmila	Independent Business Residential group
Justin Swift	
Tim	

The hui adjourned at 2:22 PM and returned at 2:39 PM with the following members present: Mayor Whanau, Deputy Mayor Foon, Councillor Abdurahman, Councillor Apanowicz, Councillor Calvert, Councillor Chung, Councillor Free, Councillor Matthews, Councillor McNulty, Councillor Pannett, Councillor Randle, Councillor Young, Pouiwi Hohaia.

Flavia Figueiredo Machado	
Brock Abernethy	
Emma Murphy	
Maddalena Dal Sasso	
Jenny Cochrane	
Radhika Budhia	
John-Luke Day	
Zaffa Christian	

Berhampore Newtown Transport Project Oral Submitter Attachments

- 1 Haydon Miller
- 2 Joy Teutenberg
- 3 James Fraser
- 4 Kathrine Mcluskie
- 5 Miriam Moore and Gabriela Jimenez (Women in Urbanism)
- 6 Chris Peace
- 7 Elspeth White
- 8 Rhona Carson and Steve Cosgrove (Newtown Residents Association)
- 9 Justin Swift

2.1 Berhampore Newtown Transport Project Hearings Moved Councillor Free, seconded Holden Hohaia

Resolved

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information ~~from the oral submission process. Hear the oral submitters~~ and thank ~~them~~ the submitters for their submissions.
2. Note that the final decision for the Newtown Parking Scheme will be made at the Kōrau Tūāpapa | Environment and Infrastructure Committee on 30 November 2023.
3. Note that the final decision for the Berhampore to Newtown Bike, Bus and Pedestrian Improvements will be made at the Koata Hātepe | Regulatory Processes Committee on 13 December 2023.

Carried

Secretarial Note: The motion moved differed from the recommendations in the officer's report, the changes are marked in red and strikethrough.

Secretarial Note: Voting was taken in parts, with all clauses taken separately. All clauses were carried.

For the substantive motion, a division was called for under Standing Order 27.6(b), voting on which was as follows:

Clause 1:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Councillor Calvert, Councillor Chung, Deputy Mayor Foon, Councillor Free, Holden Hohaia, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett, Councillor Randle, Councillor Young

Against:

Absent:

Councillor Brown (Deputy Chair), Liz Kelly, Councillor Wi Neera

Majority Vote: 14:0

Carried

Clause 2:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Deputy Mayor Foon, Councillor Free, Holden Hohaia, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett

Against:

Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Absent:

Councillor Brown (Deputy Chair), Liz Kelly, Councillor Wi Neera

Majority Vote: 10:4

Carried

Clause 3:

For:

Mayor Whanau, Councillor Abdurahman, Councillor Apanowicz, Deputy Mayor Foon, Councillor Free, Holden Hohaia, Councillor Matthews, Councillor McNulty, Councillor O'Neill, Councillor Pannett

Against:

Councillor Calvert, Councillor Chung, Councillor Randle, Councillor Young

Absent:

Councillor Brown (Deputy Chair), Liz Kelly, Councillor Wi Neera

Majority Vote: 10:4

Carried

Proposed Amendment: Councillor Calvert/Councillor Randle

~~2. Note that the final decision for the Newtown Parking Scheme will be made at the Kōrau Tūāpapa | Environment and Infrastructure Committee on 30 November 2023.~~

- Instruct officers to pause work on the Newtown Parking Scheme and the removal/reduction of on-street car parks in the area until a report can be brought back to this committee on the outcome of further engagement with the health precinct providers, on a cohesive and safe off-street parking solution including timelines for delivery and one that may include options for viable transport options for residents, workers and patients.

Secretarial Note: The proposed amendment was not accepted by the Chair in accordance with Standing Order 21.10(a) (not directly relevant to the original motion).

The hui at 4:01 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 Kōrau Tūāpapa | Environment and Infrastructure Committee

Minute item attachments

9:30 am Wednesday, 15 November 2023
Ngake (16.09), Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington

Business

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9.	Justin Swift	50

Item Environment and Infrastructure Committee -





Item Environment and Infrastructure Committee -

Item Environment and Infrastructure Committee -





Item Environment and Infrastructure Committee -

Item Environment and Infrastructure Committee -



I live on the corner of Adelaide Road and Dawson St in Berhampore. I live with my partner and we are both 69 years old and retired due to illness. Our only income is the NZ Super.

I want to speak about how this parking plan for Berhampore affects us.

I have lived and worked in Wellington for nearly 50 years. I fell in love with Wellington from day one. Both my children were born here.

This is our home.

I have watched Wellington grow and become the beautiful city it is today. I have always felt it was in good hands. Until now.

I use to cycle but had to stop because of my hip, so I do understand the need for cycleways. However, your vision for cycle and parking does not appear take us with you on your journey.

There is so much knock on effect from this parking scheme if it goes ahead.

- Mental health issues
- Financial issues
- Mobility issues
- Isolation
- Quality of life

We are now suffering from anxiety as we are constantly worried about losing our home because we will no longer be able to afford to stay here because of the hefty rate increases and now the proposed parking scheme.

In the past 3 years our rates have gone from \$3,736 to \$5096, which is a 36% increase. And now we are to pay another \$195.00 plus per year for a parking permit.

There have been many sleepless nights, which is affecting our health.

We did not choose to retire but had to because of my partner's cancer journey and my own health issues. We are fortunate to live close to Wellington Hospital as he now has check-ups for the next 5 years.

His head cancer treatment had a knock-on affect on his mental and physical wellbeing and relies on his art work to keep him grounded. He has created the Bus Stop Gallery, in our front yard, which is well known around Wellington and has featured in the local papers. People love his work. He feels very committed to doing his bit supporting the local art community.

This is now at risk.

We may not be eligible for the Resident Permit because we are deemed to have off street parking on Dawson St, because of the kerb entrances – one to our front yard and one to the roller door basement. Kerb entrances that go nowhere. As you can see from these photos, the first shows our basement workshop and the second shows the front yard.

The only entrance to the front yard is a door. Even if we could afford to get an entrance made, it would be a very difficult and dangerous manoeuvre to get in and out, as its right on the corner. And the Bus Stop Gallery will be lost as we would need to clear everything out to make room for the car.

The basement has a roller door and is a workshop. It has never been a garage in the 20 years we have lived there. The roller door is left open during the day as there is an art feature. The only entrance to the basement is a door on the left.

Please consider removing these kerb entrances. This will add 2 more parking spaces to the street.

With only the pension for income we cannot afford \$195.00 per year for the Resident Permit. I cannot physically use buses because of my hip, and cannot afford to pay for taxis. We need the car to get to medical appointments, to do the shopping, to visit family and to just get out and enjoy this beautiful city. So getting rid of our car is not an option.

If we cannot afford to pay for the permit, we will only be eligible for 25 free vouchers per year. This means family and friends can only come and visit less than once a fortnight. People who we constantly rely on for their help and friendship. This could isolate the elderly and disabled.

It also seems to be a bit unfair that only some streets will have this new parking scheme and added costs to the residents while the street down the road

people get to park for free and don't have P120 restrictions. **If you were to go ahead with this, you need to do it for all parking for all streets.**

In your own words, regarding what is causing the parking problems, one is the aging population. This, along with the high rate increases, will force us out of our homes as we can no longer afford to live here.

It's making us old people feel redundant and unwanted.

How is this embracing the community?

Thank you for listening.

Item Environment and Infrastructure Committee - 15/11/2023 Attachment 2





WCC Environment and Infrastructure Committee Oral Submission 12pm 15/11/23

James Fraser





Item Environment and Infrastructure Committee -





Item Environment and Infrastructure Committee -





Item Environment and Infrastructure Committee -





Berhampore and Newtown Parking Scheme Submission

Katherine McLuskie

Kia ora

I would like to talk specifically about the parking scheme in Newtown, with emphasis on a number of points around the Zoo end of Newtown.

I don't necessarily oppose or support the scheme I just feel the current scheme on the table, has too many faults and is not appropriate to the area for the following reasons.

Lack of Disability Parks near Zoo for residents. Increase this to another two parks in the immediate vicinity.

Allocation of parking passes unfair, 50 for everyone. It is unfair to those with off street parking as they are already number 6 or so down on the priority list to getting a permit to start with. I didn't realise that I had less friends than my neighbours.

A level playing field for all: People with electric vehicles having a higher priority than those without? This is tantamount to giving parking permits to the rich and in such a mixed socio-economic neighbourhood, I find this reprehensible and unfeeling.

Cost: \$195 a year? Our duty as citizens and members of the Community is to help those in need but they seem to be continually ignored when it comes to the cost of things. Gold card and Community services cards reductions on parking permits is imperative. People are already squeezed beyond endurance by the rates increases, and now you have added another cost. In the plan it says that this is only the start. Will it go up even more? It sounds like another revenue making stream for WCC without looking at the human cost. Could you please find someone else to punish.

I also had a look at the Newtown Residents submission and rather than try to rewrite what they stated so clearly, I will pick up on a couple of points they made.

To quote:

"Applying for visitor permits. The process for doing this the day before is cumbersome, and having to know the visitor's licence plate number is an added difficulty. In fact, the whole process is particularly difficult for people who have trouble with operating online."

“The process also is very limiting on spontaneous or short notice visits. Retaining the ability to use physical permits for visitors would help with this.”

I would like to add - Applying for Visitors Passes a day in advance does not take into account the emergency need for a tradesperson or similar to visit ie: plumbers etc

Also, the number plate system and doing everything online is especially difficult for people with dyscalculia and dyslexia, and I thought the council was aiming for inclusivity in their policies.

Parking limit: Parking limit for people without a permit is too short. It needs to be 180 minutes especially around the Zoo. Having been a frequent visitor, it takes at least two hours to go around. That leaves no time for people to support the Zoo shop or other businesses nearby such as cafes and they need to be supported.

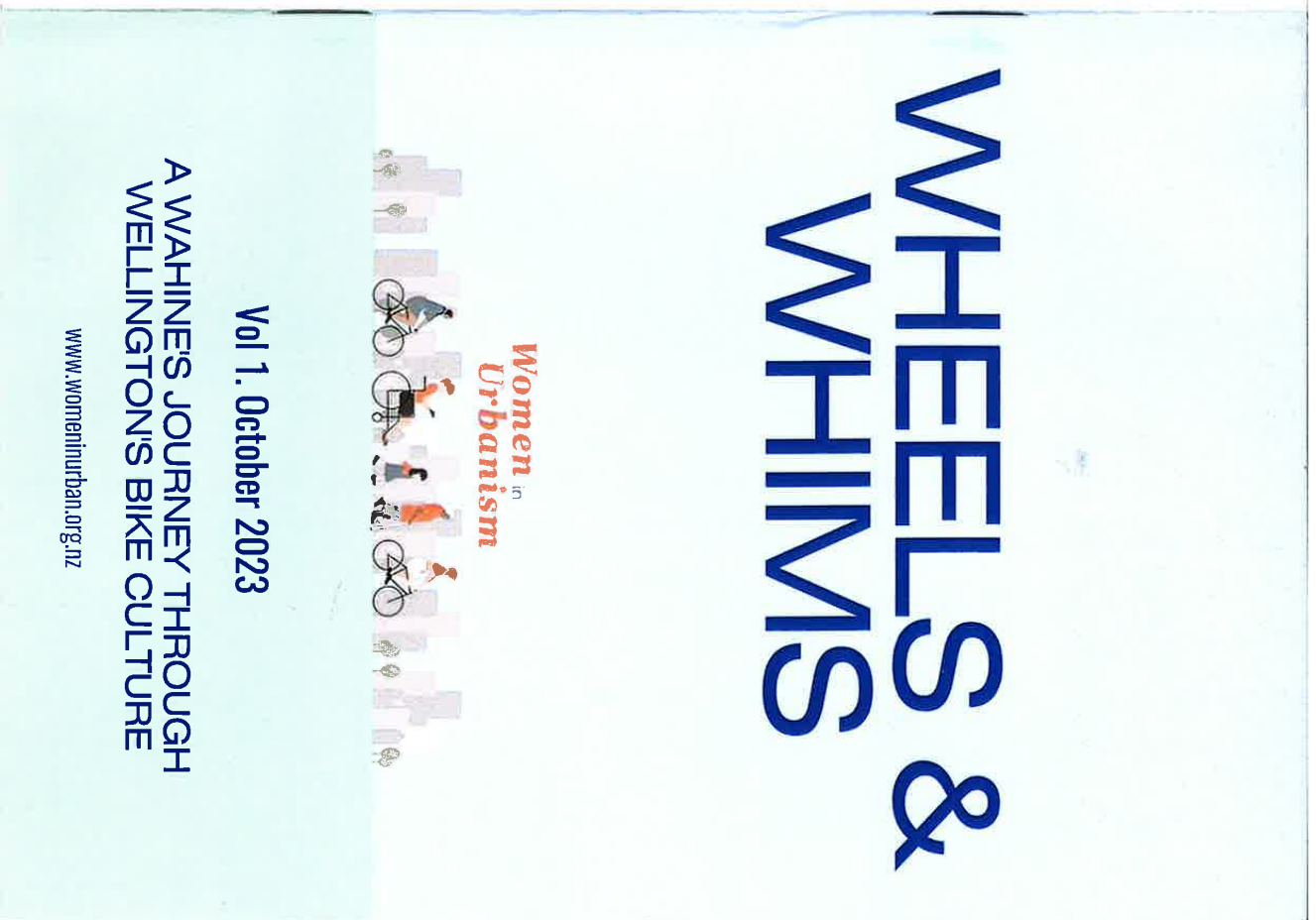
How much is this whole scheme going to cost? Isn't the WCC meant to be saving money?

Action points:

- Cost: \$195 a year too much for a permit. Graded depending on income or alternatively Gold card/ Community Services card.
- Increase in Disability Car spaces
- Increase parking limit to 180 minutes without a permit
- Everyone gets an equal allocation of day parking permits for visitors, regardless of whether they have off street parking. Make these visitor passes physical to put on windscreen of cars, not online.
- Do not give higher priority to people with electric cars. Make a level playing field for all.

To finish, I would just like to say that there wouldn't be a need, for any of this if you went back to marking individual car spaces on the road, and then peoples' parking might improve. Thus, more car parks.

Thank-you for giving me the opportunity to speak.



We're Women in Urbanism Aotearoa.

Our mission is to transform our towns and cities into more beautiful, inspiring and inclusive places for everyone. We do this by amplifying the voices and actions of all self-identifying wāhine, girls and non-binary people.

We advocate for better spaces and places that are receptive to the diverse social, economic, cultural and environmental interests of all self-identifying women and girls.

We will share new, innovative ideas and continue to pass on knowledge. We will strive to make information fully accessible to our members and the wider community.

All women should have meaningful participation in governance of their cities and communities. We believe in the creation of fair, equitable and inclusive cities and communities.

We strive for more sustainable urban environments that will help us to tackle and be more resilient in the face of climate change and the other environmental issues which affect Aotearoa.

We promote a variety of interesting, beautiful and healthy urban environments that encourage experiences of comfort and security for women. This includes feeling safe enough to have a voice about the decisions or actions that affect women.

We are an intersectional, representative, feminist movement. We prioritise the participation of wāhine, women of colour, new New Zealanders, women with disabilities, LGBTQIA+, girls, teenagers, older women and women in vulnerable spaces and places.



photo: catalina g

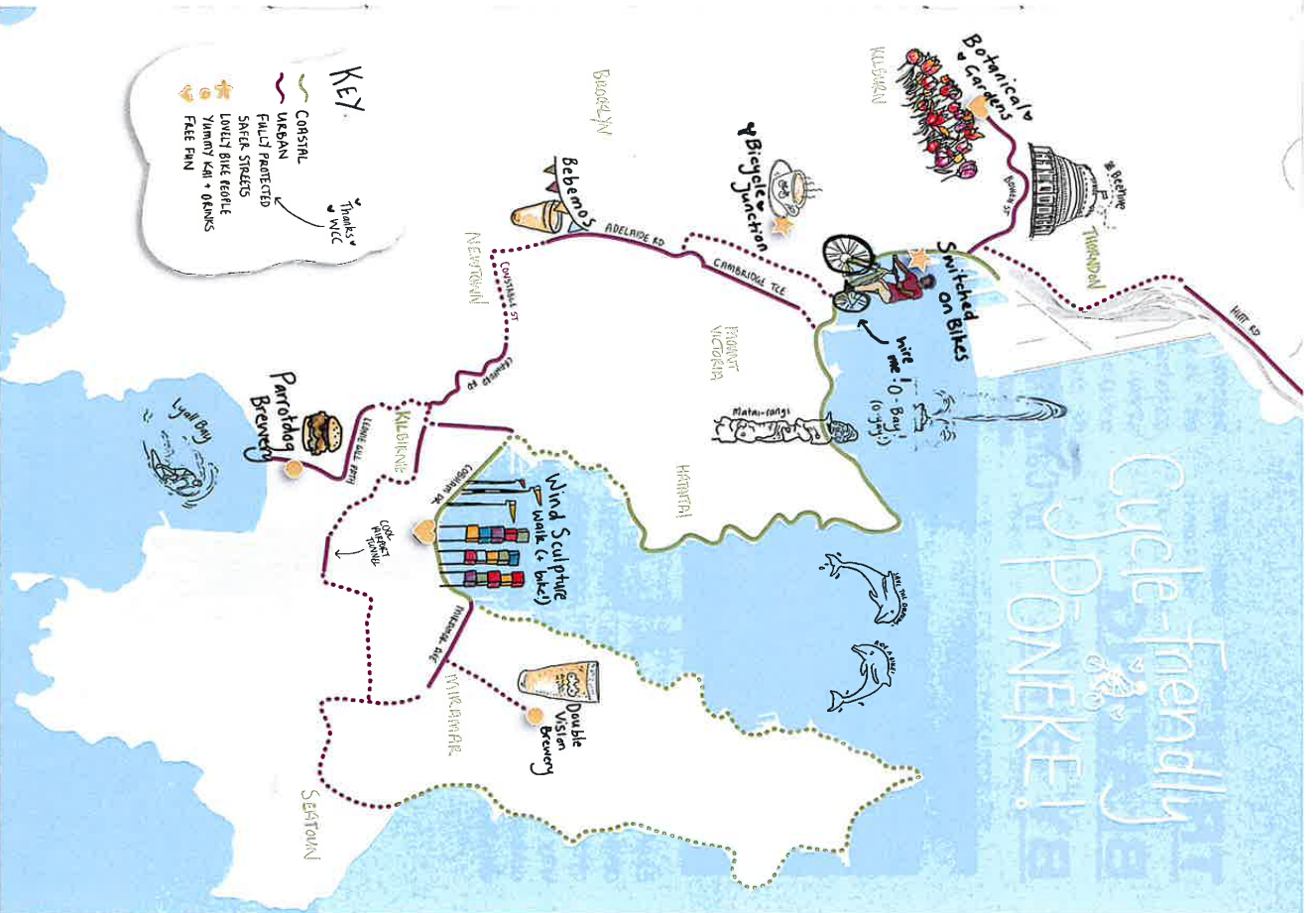
Women in Urbanism Aotearoa brings you Wheels & Whims (2023). A story mag about the streets and Wellington's bike culture from a female lens.

We will be covering stories of Wellington women who ride, carry sh*t, and figure out the curvy streets of our fair city while being fabulous.



Women in Urbanism

Call it advocacy. We call it necessary. We exist to raise the voices of women, young wāhine and rangatahi in our urbanist spaces. We acknowledge this only can exist with the connection to mana whenua especially who's land we ride on -- Taranaki Whānui and Ngāti Toa.



TRAIL BLAZING BY BIKE

by Catarina G.



EkeRua ReBicycle

EkeRua ReBicycle, led by founder Hilleke Townsend and her dedicated team, is a non-profit organisation on a mission to promote cycling and build a vibrant community. They recognised the need for a way to upcycle that went beyond bike repairs, inspiring individuals to embrace the joy and freedom of riding, especially refugees and those with financial hardship.



EkeRua ReBicycle was established as an inclusive platform for all. The talented team, including mechanics and passionate advocates, works collaboratively to bring their mission to life. Together, they create an environment where everyone, regardless of gender or background, feels welcome and encouraged.

Through their community-driven initiatives, EkeRua ReBicycle provides valuable resources, including bicycles, safety training, and maintenance tips. They organise bike fix-ups and workshop events, fostering a sense of community and empowering individuals to take to the streets on two wheels.

With Hilleke Townsend and her remarkable team at the helm, EkeRua ReBicycle is transforming the Wellington biking landscape, addressing a very real problem of Transport Poverty. Their passion and dedication drive their efforts to create a thriving biking community, where everyone can experience the thrill of pedaling and the transformative power of cycling.

STUNNER STATS

- 2,383 bikes donated since 2016
- 1,752 people donated bikes
- 5,190 hours volunteered
- 269 events and bike fixups
- 142 adult learners and riders trained

Check out their website and get involved at rebiycle.nz.



photos supplied

DID YOU KNOW?

The mural on the Bowen Street cycleway is called Kaioia. It's a response to the area's name and heritage. The route is first of many where mana whenua will raise the mana of special places and bring a te ao Māori perspective. Go have a look yourself!



photos: catarina 8

Useful skills for riding a bike in town:

- Be seen **
- Communicate ...
- Take the lane 🚲
- Scan for risks 🚦
- Shine bright 🔦
- Be kind 🙏



DID YOU KNOW?

Wellington City has several counters on bike lanes around town. You can see the numbers climb on a monthly basis at <https://www.bikethere.org.nz/>

It's a great website for news around new facilities for riders and how to get started if you're new to riding.



photo: Andrew Jaomnis

"The bicycle is a time machine, a link to the past. But sometimes the bicycle also feels like a link to the future-not the future we once imagined...crowded with bikes, strange ones, of all kinds..."

LAURA WILLIAMSON, THE BIKE AND BEYOND

HI-VIS MEETS HIGH FASHION

by Miriam Moore



Hey Reflect'o

Lisa Penney's inspiration to start Hey Reflect'o came from her desire to be easily seen on her bike without resorting to "boring old tradies' workwear", and it's a concept that has clearly resonated with many. For years I refused to wear hi-vis, stubbornly stating the roads should be safer and felt that asking cyclists to wear reflective clothing was victim-blaming.



MEET THE MAKER

Hey Reflect'o cycling gear is fashionable, breathable, durable and most importantly – eye-catching. The clothing comes in an array of funky colours, geometric patterns that help you be visible on the road, while being able to express your identity and feel great.

Australian creator of Hey Reflect'o, Lisa Penney states it is "high visibility meets high fashion". Her dedication to the idea and brand has seen it evolve from vests covered in stitched shapes, to printed vests that are lighter and breathable, with a more environmentally sustainable production method. While the inspiration began from fashion, sustainability has taken over as a key driver. Made from hemp and recycled fabrics, everything about the production of the clothing is done with the goal to reduce our carbon footprint. Lisa herself cycles around Adelaide between printers and tailors to ensure production of Hey Reflect'o clothing contributes to her values of a zero-carbon society.

I first discovered Hey Reflect'o after pulling up next to a woman in a trendy-looking hi-vis vest adorned with silver, reflective lightning bolts. I asked her where she got it and discovered Hey Reflect'o, soon finding myself receiving a banana vest from my mother for my birthday. As a constant worrier about my safety, she was excited to hear I had found some reflective clothing that I thought was cool.

We at Women in Urbanism can't help but be in love with all that Hey Reflect'o stands for, and congratulate Lisa Penney for the success of her funky brand that keeps cyclists safe and upholds genuine sustainable practice.

HOW TO BUY

You can find your own Hey Reflect'o pieces here: <https://heyreflecto.com/>



photos supplied and WUCI Photography

DID YOU KNOW?

New riders can sign up for FREE safety and cycle skills courses through Pedal Ready? They offer weekend and workplace trainings all over the city. Check them out at <https://www.pedalready.org.nz/>



photos catarina g









DID YOU KNOW?

There is an app for female riders of all ages and ability to connect (globally), share stories, and get advice. It's called Chicks Who Ride Bikes.

Check them out at chickswhoridebikes.com



Check out your local spot for more bike-y fun:

-  Bikespace (self maintenance)
-  Urbanerds (networking)
-  Different Spokes (LGBTQIA+)
-  Cycle Wellington (advocacy)
-  Bicycle Junction (cafe/shop)
-  Revolve Cycling (MTB)
-  Switched On (ebike rentals)
-  WORD (youth MTB)



BEYOND

THE HANDLE BARS

by **Catarina G.**



Frocks on Bikes

Frocks on Bikes, a vibrant and inclusive cycling collective, is revolutionising the way women experience urban mobility. Established with the aim of creating a safe and empowering space for people on bicycles, this grassroots organisation, led by remarkable founders like Leah Murphy, has been transforming city streets into colourful avenues of freedom and camaraderie.



Leah Murphy, a māmā and cycling enthusiast, has been instrumental in shaping the Frocks on Bikes community alongside a dedicated team of passionate individuals. Shoutout to Lou Thornley, Jude Ball, Megan Solole, Isabella Cawthorn, Christana Bellis, Hilleke Townsend, Trish Given and Kath Haines.

Frocks on Bikes celebrates individuality and self-expression, encouraging women to ride confidently in their favourite outfit. The collective's team members, including Leah, exemplify the spirit of the movement by embracing diversity and creating an inclusive environment where all women can feel empowered on two wheels.

Check out the Frocks on Bikes' Facebook for event details and more. If you'd like to get involved, reach out via Facebook to collaborate or volunteer.

Together, Leah and her team have fostered a supportive network within Frocks on Bikes. They organise various events like a Progressive E-bike ride or Sunday Best ride with picnics alongside new cycle routes, all aimed at building a strong sense of community. Through these activities, people (and pets) of all ages and backgrounds find encouragement and support as they explore the joys of cycling.

Frocks on Bikes exemplifies the power of community and the transformative impact it can have. Together, they are reshaping the cycling landscape, inspiring everyone to reclaim public spaces and enjoy the freedom of the open road. Join Frocks on Bikes, and pedal into a world where cycling becomes a symbol of empowerment, unity, and liberation. Events are designed for people who identify as women and are welcoming to their wider whanau and friends.



photos supplied

A big mahi to everyone who's helped us put this zine together: Patrick Morgan, Leah Murphy, Hilleke Townsend, Roisin Owens, Gabriela Jimenez-Rojas, GWRC, WCC, WIUA committee. Special thanks to Cycling Action Network and the Alastair Smith Fellowship who allowed us to do something fun in his honour and legacy.

Reproducing/reprinting all or any part of this zine without prior consent will be considered utterly disrespectful and generally uncool.

Women in Urbanism

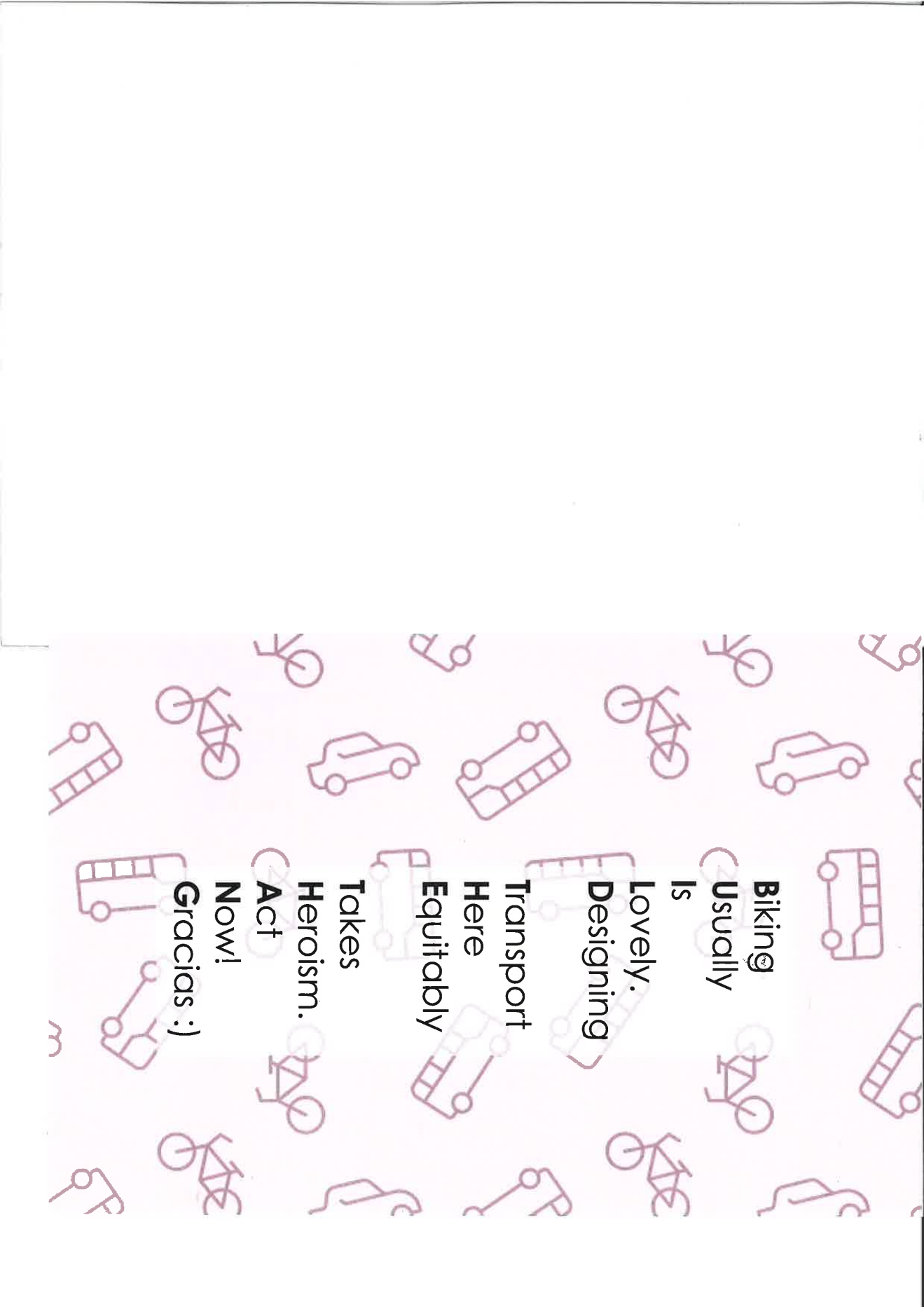
Women in Urbanism Aotearoa is a volunteer-led organisation. To help us continue the mahi, we run on koha donations. Please consider making one on our website at womeninurban.org.nz. Thank you and happy riding!

-Catarina Gutierrez and Miriam Moore

www.womeninurban.org.nz



Item Environment and Infrastructure Committee - 15/11/2023 Attachment 5



Submission from Christopher Peace and Ruth Brassington

Parking and access to 23 Royal Street

23 Royal Street

Berhampore

Wellington

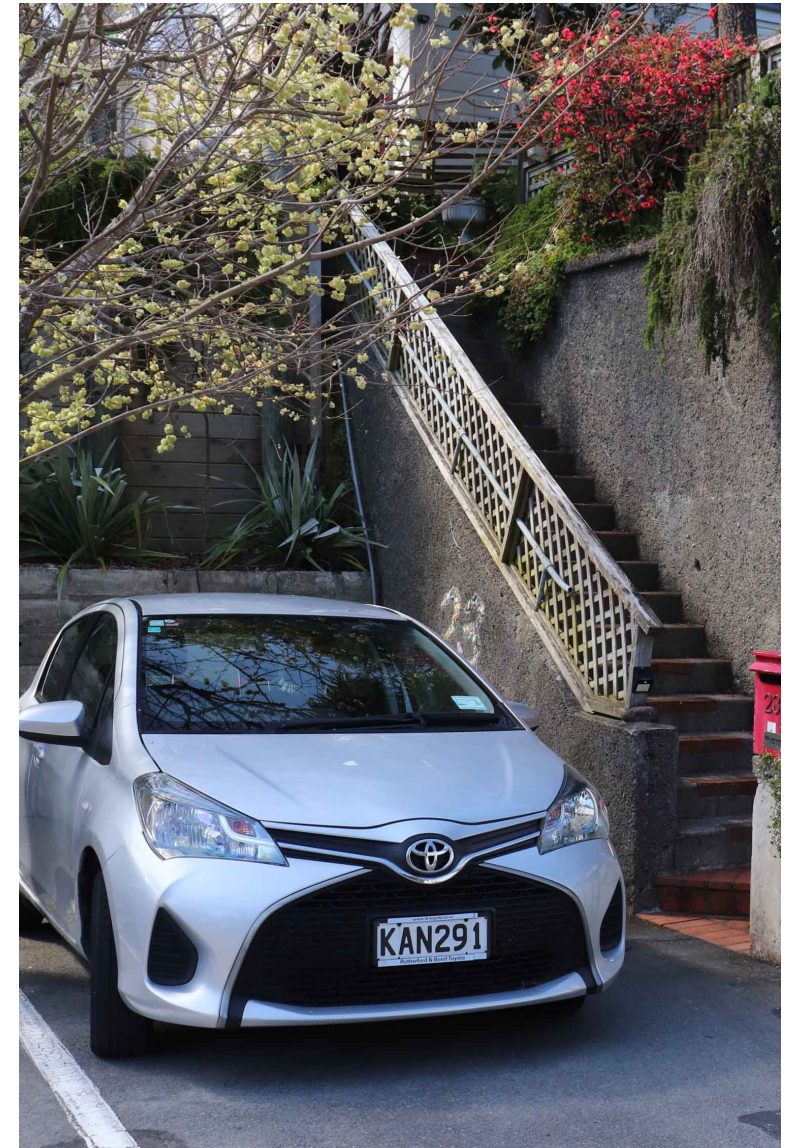
Planned parking scheme and improvements

- We have no comments on the proposals other than how they affect our home 23 Royal Street, Berhampore
- Royal Street is a cul de sac
- Parking is often in short supply
- Number 23 is at the southern end
- We have no options for creating off-street parking



Access to 23 is by steps

- The steps are off the parking bay
- We are both elderly
- Our car is a small car and must be parked to leave pedestrian access
 - Shopping
 - Baggage
 - Post and courier deliveries
- A large vehicle (such as a truck or builder's van) sometimes blocks our access



15 November 2023



Proposed parking controls in Royal Street

- Council proposes limiting parking on the east side of Royal Street to 120 minutes free of charge
- This does not seem to include the parking bay directly outside our house
- Either way, this bay will become popular, causing
 - Adverse effects on our access
 - Parking control callouts
- **We ask that Council restrict parking in the bay outside our house by limiting it to occupiers of 23 Royal Street**
- **No charge for this limitation**

Thank you

Your questions

Duppa St
access via
steps from
Adelaide Rd



Duppa St
roadway from
Adelaide Rd -
no footpaths



Akatea St - two
road crossings
including
Adelaide Road



Dawson St -
will have
residents parking
but only one
side, planned for
two but
roadwidth not
sufficient for that.
Hugely increased
traffic flow if right
hand Luxford /
Rintoul is shut.



Berhampore & Newtown Parking Scheme

16 November – Rhona Carson & Steve Cosgrove
Newtown Residents' Association

NEWTOWNWELLINGTON@GMAIL.COM
PO BOX 7316 | NEWTOWN | WELLINGTON 6242 | NZ



NEWTOWN RESIDENTS' ASSN.

Things we like

- This is an attempt to deal with a real and ongoing problem.
- Residential parking has a high priority.
- The acknowledgement that transport and parking decisions should be based on local circumstances and evidence.

General Concerns

- No obvious efforts to engage communities in ‘area based planning’, as outlined in the Parking Policy. Many Newtown streets have unique circumstances which could be considered.
- This scheme was presented as a series of definitive decisions. The Survey Monkey form had little space for suggesting alternatives.

Specifics: P120 is too restricted

- 180 mins is more realistic as many hospital appointments and other activities take longer than 2 hours.
- If the driver stays on after a short appointment it would most likely be to go to a local shop or café, and that is to be encouraged.

Specifics: Time periods are too broad

- Our experience is that in most places restrictions are not needed after 6pm or at the weekends.
- Removing weekend restrictions in particular gives a lot more freedom for residents to have visitors without worrying.
- If residents in some streets find unrestricted evenings and weekends a problem it would be good to have a process or applying for greater restrictions - as with the current applications to create Residents' Parking Zones.

Specifics: Flexibility is Required

Residents need to be able to change the number plate for their permit. There can be numerous reasons, such as:

- Car sharing is a key part of the Council transport management policy. Residents who don't always have the same car need to be able to change the number plate.
- Those who take home work vehicles might change vehicle from day to day.
- When a car is being fixed it might be temporarily replaced by a loaned or rental vehicle

Specifics: Complications with Parking Permits

- Car owners not eligible for a permit will have a very difficult time - some refinements to increase eligibility eg for families with small children might be required.
- There needs to be a process for removing kerb crossings where the supposed off street parking isn't usable.
- The up-front cost of a permit will be difficult for low income families - some concession for this would help.

Specifics: Visitors permits

- Requiring visitor permits to be activated before the day of the visit, including registering the numberplate, would be very difficult.
- This would also apply to using a visitors permit for a tradesperson.
- Allowing a return to paper based permits for visitors would help, and so would an app like 'Parkable'.
- Allowing residents to have visitors without restrictions is a good reason not to have restricted parking at the weekend. A reasonably sociable family would quickly use up 50 permits if weekends are included.
- Only having 25 visitors permits for residents with off street parking is unfair unless it's clear the parking accommodates several vehicles

Specifics: not everyone is digitally literate

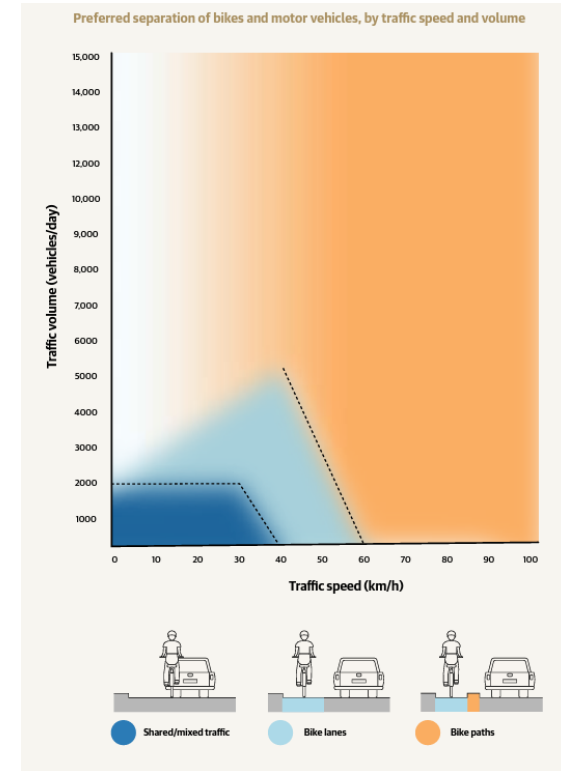
- We need alternatives to online registrations
- There will also be a need to translate requirements into languages other than English

From Paneke Pōneke

Designing a bike network for all ages and abilities Our safe, connected, high-quality network will consist of different types of facilities, depending on the street environment.¹⁰ To attract people of all ages and abilities, the network needs to be safe and feel safe which means separating people on bikes or scooters from heavy, fast moving traffic. In low speed, low traffic environments, shared space can provide a good solution.

Designs will need to take account of the other functions and activities on the streets.

In some instances, alternative routes may provide better solutions than the routes in the bike network but we expect this to be the exception rather than the rule.



From WCC Transitional Cycleways Multi Criteria Analysis

Objective weightings

Criteria	Consideration	Weight	Weight
1. Improve safety, accessibility, attractiveness and convenience to encourage people to choose cycling and micro-mobility devices	Improved safety	20.0%	40%
	Improved convenience, comfort and attractiveness	20.0%	
2. Improve safety, accessibility, attractiveness and convenience to encourage people to choose walking and mobility devices	Improved safety	10.0%	15%
	Improved convenience	5.0%	
3. Improve bus experience and journey time compared to private vehicles	Improved bus speed and reliability	15.0%	15%
4. Retain high priority parking and provide transport alternatives	Retain high priority parking (e.g., short term and loading followed by residential).	7.5%	15%
	Mitigate parking impact (e.g., car share options, etc)	7.5%	
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor	5.0%	10%
	Reduced civil works, signals changes and other major changes	5.0%	
6. Improve the place amenity in the area by considering comfort, connectivity and accessibility, composition and activation achieved.	Provides opportunities for improved urban amenity	5.0%	5%
Total weights		100%	100%

Relatively flat and straight alignment. Generally uphill towards the city, although there is a short uphill section (11m long, approximately 9% gradient) just south of Chilka Street.

“Options 1 and 4 separate only one direction of cyclists from traffic. Options 2 & 3 provides continuous facility in both directions.”

Criteria is misaligned

Criteria is misaligned with Pōneke Pōneke which states that “Designs will need to take account of the other functions and activities on the streets.” No consideration has been given to emergency vehicles or freight vehicles or delivery vehicles or trades people.

Criteria is misaligned with WCC Transport Hierarchy with 40% weighting given to cycling but only 15% to walking and just 7.5% to resident’s parking needs. And 0% given to emergency vehicles or freight vehicles or delivery vehicles or trades people.

MCA had errors and MCA scoring had errors

For example, Adelaide Section 2 was described as having a small southbound section with 9% gradient.

For example Adelaide Section 2 Options 2 and 3 were described in the scoring as providing a “continuous facility” but actually it is Option 4 that provides the continuous facility as it is closest to the preferred options in both Adelaide Section 1 and Adelaide Section2.

From WCC Transitional Cycleways Multi Criteria Analysis

“...Council have advised to proceed with Option 2 to 30% design. Although this option scored the lowest it is being pursued by Council for other reasons...”

“In some cases, WCC have directed the preferred option due to reasons not accounted for in the scoring.”

MCA was ignored

In many cases, WCC felt compelled to ignore the MCA outputs but did not provide detailed explanations nor supporting analysis or assessment.

This was probably the correct decision as there were too many flaws in the multi-criteria analysis but it does raise the following question:

Question

Does robust analysis supporting the preferred options exist?

And if yes, why was it not provided?

From WCC Newtown Berhampore Parking Management Plan

Table 10: MCA results for long-list options

	Reduce reliance on car travel	Ability of residents to get car parks	Ability of short-term visitors to get parks	Ability of commuters to get car parks	Annual parking revenue	Weighted average score	Rank
1	0	-2	3	-2	0	-0.1	14
2	-1	2	3	-3	1	0.5	11
3	-1	1	3	1	3	0.9	5
4	-1	1	3	1	3	0.9	5
5	-1	0	3	0	3	0.65	8
6	-1	0	3	3	2	0.6	9
7	-1	0	3	3	2	0.6	9
8	-1	1	3	1	2	0.7	7
9	-1	2	3	-3	1	0.5	11
10	-1	-1	3	-1	1	-0.0	13
11	0	1	3	1	3	1.3	3
12	0	1	3	1	3	1.3	3
13	1	3	3	3	1	1.8	1
14	1	3	3	3	1	1.8	1

Reduce carbon emissions	Tonnes of emissions per year from residents and visitors	40%
Ability of residents to get car parks	Average parks searched to find empty space for residents	20%
Ability of short-term visitors to get parks	Average parks searched to find empty space for short term visitors	15%
Ability of commuters/long term visitors to get car parks	Average parks searched to find empty space for commuters/long term visitors	5%
Annual parking revenue	Dollars of revenue from fees and charges per year (excluding fines)	20%

Options considered were too narrow

All options favoured short-term parkers, no options were considered that favoured residents parking needs above those of short-term parkers. It is hard to understand why short-term parkers in Berhampore need to be prioritised over residents or those that wish to visit for more than 2 hours.

Obvious omissions in the criteria

For example, there was zero attempt to consider the feasibility or the cost of implementing or enforcing the scheme.

Weighting was perverse

The “ability of residents to find a park” was weighted equal with Council revenue.

Outputs were ignored

Outputs of the multi-criteria analysis was ignored. Option 2 (which proposed Option 2B was based on) had 3rd worst score and yet in opaque fashion was short-listed and then chosen as the preferred solution.

No supporting analysis or assessment was provided by WCC.

Issues with Engagement

Misaligned with Paneke Pōneke



Paneke Pōneke promises “Targeted engagement with directly affected people on proposed street layout”. This did not eventuate. At a drop-in session, it was explained that “targeted engagement” meant that directly affected people were free to attend the drop-in sessions that were open to the public.

The Transition Team offered to but then declined to discuss the analysis

The Transition Team agreed to provide somebody to discuss concerns with the multi-criteria analysis at a drop-in session but then refused to do so or answer any questions once I was in attendance at the drop-in session. And refused to answer question by email instead advising me via email to note my concerns in my submission.

Work is being undertaken while the proposal is under consultation

The Fulton Hogan site manager and Nicola from the Transition Team both stated that as part of the kerb maintenance being undertaken on Adelaide Road, the road was being widened and the footpath narrowed between Dawson St and 559 Adelaide Road at the request of the Transition Team to accommodate the bike lane.

From Paul Rudman of Wellington City Council “.....upon inspection of the site we brought the proposed kerb and channel work to the attention of the transitional team and noted that while we completed the maintenance here we could create a little extra road width...”

Summary

This proposal is misaligned with Paneke Pōneke and WCC Transport Hierarchy.

The proposal does not appear to be backed by robust analysis (or the analysis was not shared to submitters as part of the consultation process).

The proposal does not align with accepted bike lane methodology as cyclists will be sharing lanes with traffic where traffic volumes exceed 3,000 vehicles per day. [The obvious inference is that as buses, fire engines, trucks, and cars cannot be removed from Adelaide Road, it is the cycle lane that is in the wrong place and a route via council land from Dee Street roundabout to the top of Rintoul Street should have been seriously considered.]

There is no analysis or expectation that the proposed parking solution will be adequately enforceable at a reasonable cost.

The engagement was poor and below expectations of Paneke Pōneke.

Conclusion

As outcomes are “unfair” it is vital that the process is robust and fair. There can be zero confidence that the proposed solutions for both bike / bus and for parking are the best solutions.

The parking proposal is likely unenforceable and therefore cannot be implemented.

The bike / bus proposal is unlikely to be the best solution and cannot be implemented without an adequate and enforceable parking solution.