

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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

9:30am Rāpare Thursday, 11 Haratua May 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



PRESENT

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

IN ATTENDANCE

Deputy Mayor Foon
Councillor Chung
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Randle
Councillor Wi Neera (via audio-visual link)
Councillor Young (via audio-visual link)

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the hui (meeting) open at 9:30am 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

No apologies were received.

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Free, seconded Councillor McNulty

Resolved

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 20 April 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

1.6.1 Dr Catriona McBean

Catriona on behalf of dsport addressed the meeting regarding item 2.1 Traffic Resolutions, TR67-Evans Bay Parade, Hataitai.

1.6.2 Darren Bottin

Darren addressed the meeting regarding item 2.1 Traffic Resolutions, TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville.

1.6.3 Nashwa Boys

Nashwa addressed the meeting regarding item 2.1 Traffic Resolutions, TR 76 New Bus Stop at Melksham Drive.

2. General Business

2.1 Traffic Resolutions

Moved Councillor McNulty, seconded Councillor Paul.

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) TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking
 - b) TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times
 - c) TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)
 - d) TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration
 - e) TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times
 - f) TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking
 - g) TR76-23 Melksham Drive, Churton Park – new bus stop

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

Clause 2g

For:

Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor Paul.

Against:

Councillor Calvert, Councillor McNulty.

Majority Vote: 6:2

Carried

Remaining Clauses

For:

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

Against:

Majority Vote: 8:0

Carried

Secretarial note: The motion was decided by parts. All clauses carried.

2.2 Proposed Road Closure

Moved Councillor Abdurahman, seconded Councillor Calvert

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

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

Vosseler Shield 27 May 2023 8.00am to 4.00pm

Road Closure
 - Alexander Road (north of SPCA entrance to south of Lookout Road)
- 3) Note that any amendments to the proposed recommendations may require further consultation with affected parties as well as verification from a Council traffic engineer that the amendment is not likely to result in an unsafe outcome for the public or an unreasonable impact on people's' movement within, and around the event.

Carried

(Councillor Calvert left the hui 10:21am.)

Secretarial note: The meeting adjourned at 10:21am and reconvened at 10:22am with the following members present: Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor Paul, and Councillor McNulty.

(Councillor Calvert joined the hui at 10:23am.)

(Councillor Calvert left the hui 10:38am.)

2.3 New leases in the Eastern Suburbs: Worser Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club

Moved Councillor Free, seconded Councillor Abdurahman

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve the following new premises leases on reserve land, subject to the outcome of public consultation:
 - a. Worser Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;
 - b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years.
- 3) Note that pursuant to the Reserves Act 1977, if no sustained public objections are received officers will progress negotiating a deed of lease with the premises lessees.
- 4) Agree that officers commence public consultation for the following ground leases on Wellington Town Belt land:
 - a. Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for 10 years with one renewal term of 10 years

- b. Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for 10 years with one renewal term of 10 years
- 5) Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe | Regulatory Processes Committee on the outcome of public consultation for the ground leases. If no sustained objections are received, officers will recommend that Koata Hātepe | Regulatory Processes Committee refer the new leases to Council for final approval.

Moved Pouiwi Kelly, seconded Councillor McNulty the following amendment

Resolved

- 2) Approve the following new premises leases on reserve land, subject to the outcome of public consultation:
 - b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for ~~5~~ 2 years with one renewal term of ~~5~~ 2 years.

Lost

(Councillor Calvert joined the hui 10:49am.)

Moved Councillor Free, seconded Councillor Abdurahman, the following substantive motion

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve the following new premises leases on reserve land, subject to the outcome of public consultation:
 - a. Worser Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;
 - b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years.
- 3) Note that pursuant to the Reserves Act 1977, if no sustained public objections are received officers will progress negotiating a deed of lease with the premises lessees.
- 4) Agree that officers commence public consultation for the following ground leases on Wellington Town Belt land:
 - a. Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for 10 years with one renewal term of 10 years
 - b. Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for 10 years with one renewal term of 10 years

- 5) Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe | Regulatory Processes Committee on the outcome of public consultation for the ground leases. If no sustained objections are received, officers will recommend that Koata Hātepe | Regulatory Processes Committee refer the new leases to Council for final approval.

Carried

Secretarial note: The meeting adjourned at 10:50am and reconvened at 11:01am with the following members present: Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor Paul, Councillor Calvert, and Councillor McNulty.

2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval

Moved Councillor Free, seconded Councillor Paul

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receives the information.
- 2) Notes the submissions.
- 3) Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.
- 4) Agrees to make the following changes to the Thorndon Connections traffic resolution:
 - a. ~~Alter the proposal for a two way bike lane to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street. Remove the separated bike lane on the southern side of Aitken Street, leaving the existing angled parking. Additionally remove the one way restriction on Kate Sheppard Place. This also removes the proposed section of shared path on the corner of Aitken Street and Molesworth Street.~~
 - b. **Agree to defer consideration of the proposal to create a bike lane on Molesworth Street until more information is available on the effects of other decisions made today.**
 - c. **Alter the proposal for a two way bike lane on Molesworth Street to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street.**
 - d. Retain bus stop 5112 outside the Wellington Cathedral.
 - e. Alter one of the proposed additional diplomatic parks outside 72 Pipitea Street to be retained as a P120.
 - f. Maintain the current length of motorbike parking on the northern side of Aitken Street.
- 5) Agrees to proceed with a separate traffic resolution process that seeks to convert 11 coupon parks on Hawkestone Street to P120 short stay parks
- 6) Agrees to set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
- 7) Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.

Secretarial note: Councillor Free moved the original motion with amendments as mark in red.

Secretarial note: The meeting adjourned at 12:10pm and reconvened at 12:15pm with the following members present: Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor Paul, Councillor Calvert, and Councillor McNulty.

Moved Councillor Calvert, seconded Pouiwi Kelly, the following amendment

Resolved

- ~~4. Agree to make the following changes to the Thorndon Connections traffic resolution:
 - a) ~~Agree to defer consideration of the proposal to create a bike lane on Molesworth Street until more information is available on the effects of other decisions made today.~~
 - b) ~~Alter the proposal for a two way bike lane on Molesworth Street to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street.~~
 - c) ~~Agree to consult on a 30km/hr speed limit for Molesworth Street as part of the Speed Management Plan.~~
 - d) ~~Retain bus stop 5112 outside the Wellington Cathedral.~~
 - e) ~~Alter one of the proposed additional diplomatic parks outside 72 Pipitea Street to be retained as a P120.~~
 - f) ~~Maintain the current length of motorbike parking on the northern side of Aitken Street.~~~~
- ~~5. Agree to proceed with a separate traffic resolution process that seeks to convert 11 coupon parks on Hawkestone Street to P120 short stay parks~~
- ~~6. Agree to set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.~~
- ~~7. Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.—~~
4. **Agree to refer the final approval for the Thorndon bike lanes to the next available Council meeting to enable full consideration of the decision by all members (given the high volume, depth & breadth of feedback received).**

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

For:

Councillor Calvert

Against:

Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor McNulty, Councillor Paul.

Majority Vote: 1:7

Lost

(Councillor Abdurahman left the hui at 12:45pm.)
(Councillor Abdurahman joined the hui at 12:47pm.)

Moved Mayor Whanau, seconded Councillor Abdurahman, the following amendment

Resolved

8. Instruct officers to report back to the Kōrau Tūāpapa | Environment and Infrastructure Committee on the benefits and impacts of the new bike lanes including on traffic, residents and businesses within 6 months of installation being completed.
9. Instruct officers to engage with Foodstuffs on additional potential changes to improve safety and accessibility to New World Supermarket's entrances.
10. Instruct officers to investigate further options to improve pedestrian safety and accessibility to businesses across Molesworth St.

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor McNulty, Councillor Paul.

Against:

Councillor Calvert.

Majority Vote: 7:1

Carried

(Councillor McNulty left the hui at 12:50pm.)

(Pouiwi Kelly left the hui at 12:53pm.)

(Councillor McNulty joined the hui at 12:53pm.)

(Pouiwi Kelly joined the hui 12:54pm.)

Moved Councillor Free, seconded Councillor Paul, the following substantive motion

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Note the submissions.
3. Note the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.
4. Agree to make the following changes to the Thorndon Connections traffic resolution:
 - a) ~~Alter the proposal for a two way bike lane to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street.~~ Remove the separated bike lane on the southern side of Aitken Street, leaving the existing angled parking. Additionally remove the one way restriction on Kate Sheppard Place. This also removes the proposed section of shared path on the corner of Aitken Street and Molesworth Street.
 - b) Agree to defer consideration of the proposal to create a bike lane on Molesworth Street until more information is available on the effects of other decisions made today.
 - c) Alter the proposal for a two way bike lane on Molesworth Street to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street.
 - d) Retain bus stop 5112 outside the Wellington Cathedral.

- e) Alter one of the proposed additional diplomatic parks outside 72 Pipitea Street to be retained as a P120.
- f) Maintain the current length of motorbike parking on the northern side of Aitken Street.
5. Agree to proceed with a separate traffic resolution process that seeks to convert 11 coupon parks on Hawkestone Street to P120 short stay parks
6. Agree to set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
7. Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.
8. **Instruct officers to report back to the Kōrau Tūāpapa | Environment and Infrastructure Committee on the benefits and impacts of the new bike lanes including on traffic, residents and businesses within 6 months of installation being completed.**
9. **Instruct officers to engage with Foodstuffs on additional potential changes to improve safety and accessibility to New World Supermarket's entrances.**
10. **Instruct officers to investigate further options to improve pedestrian safety and accessibility to businesses across Molesworth St.**

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

Clause 4b

For:

Councillor Calvert, Councillor Free, Pouiwi Kelly

Against:

Mayor Whanau, Councillor Abdurahman, Pouiwi Hohaia, Councillor McNulty, Councillor Paul

Majority Vote: 3:5

Lost

Clauses 1,2,3

For:

Councillor Calvert, Councillor Free, Pouiwi Kelly, Mayor Whanau, Councillor Abdurahman, Pouiwi Hohaia, Councillor McNulty, Councillor Paul

Against:

Majority Vote: 8:0

Carried

Clauses 4,4a,2d,4e,4f

For:

Councillor Calvert, Councillor Free, Pouiwi Kelly, Mayor Whanau, Councillor Abdurahman, Pouiwi Hohaia, Councillor McNulty, Councillor Paul

Against:

Majority Vote: 8:0

Carried

Clauses 4c

For:

Councillor Free, Pouivi Kelly, Mayor Whanau, Councillor Abdurahman, Pouivi Hohaia, Councillor McNulty, Councillor Paul

Against:

Councillor Calvert

Majority Vote: 7:1

Carried

Clauses 5-10

For:

Councillor Free, Pouivi Kelly, Mayor Whanau, Councillor Abdurahman, Pouivi Hohaia, Councillor McNulty, Councillor Paul

Against:

Councillor Calvert

Majority Vote: 7:1

Carried

Secretarial note: The motion was decided by parts. Clause 4b lost. All other clauses carried.

Secretarial note: The meeting adjourned at 1:27pm and reconvened at 1:51pm with the following members present: Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouivi Hohaia, Pouivi Kelly, Councillor Paul, Councillor Calvert and Councillor McNulty.

(Councillor Paul left the hui at 1:55pm.)

(Councillor Paul joined the hui at 2pm.)

2.5 Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval

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 summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.
4. Agree to make the following changes to the Kilbirnie Connections traffic resolution:
 - a) Alter the proposed separated bike lanes to painted buffered cycle lanes on Onepu Rd between Wha St and Lyall Parade, retaining over 50 carparks along this section.

- b) Retain bus stop 6327 in its existing location near the Onepu Rd/Coutts St intersection, minorly altered to improve accessibility, rather than moving it to the proposed location outside the Salvation Army.
 - c) Amend the P30 Loading Zone outside 46 Onepu Rd to a P60 Loading Zone in response to feedback from the nearby business.
5. Agree to set a permanent speed limit of 30 km/h on Tacy street, Kemp Street and Lyall Parade between Tirangi Road and the Queens Drive roundabout, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
6. Note that officers will continue to progress a short-term low traffic neighbourhood trial on Freyberg Street but will not be progressing trials on Ross or Yule St based on community feedback.
- 6A. Note that officers will continue to monitor the parking situations on Onepu Rd and Coutts Street.**
7. Note that based on feedback a new approach to the installation of bus stop platforms will be taken to enable design and construction improvements.
8. Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.

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

For:

Mayor Whanau, Councillor Abdurahman, Councillor Free, Pouiwi Hohaia, Pouiwi Kelly, Councillor McNulty, Councillor Paul.

Against:

Councillor Calvert.

Majority Vote: 7:1

Carried

Attachments

- 1 Calvert Tabled Item 1
- 2 Calvert Tabled Item 2
- 3 Calvert Tabled Item 3

Secretarial note: The motion was moved with an addition to the officers' recommendation, as marked in red.

2.6 Forward Programme

Moved Councillor Free, seconded Councillor Paul

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Carried

2.7 Actions Tracking

Moved Councillor Free, seconded Councillor Paul

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Carried

The meeting concluded at 2:19 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

9:30am Rāpare Thursday, 11 Haratua May 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington

Business

Page No.

2.5 Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval

- | | | |
|----|-----------------------|----|
| 1. | Calvert Tabled Item 1 | 2 |
| 2. | Calvert Tabled Item 2 | 7 |
| 3. | Calvert Tabled Item 3 | 10 |

From: Ellen Blake [REDACTED]
Sent: Wednesday, 10 May 2023 10:58 am
To: DL: Councillors [REDACTED] Mayor Tory Whanau
[REDACTED]
Subject: Better communities through sustainable transport design - cycleways

Kia ora tatou

You will have noticed Living Streets Aotearoa didn't submit on the recent cycleway proposals. Living Streets has one volunteer attending all the cycleway working group meetings and commenting on all the plans at every stage. Why would a pedestrian advocacy group be so involved?

Cycleway projects are having a big impact on walking and how easy it is to get around in Wellington. Despite policy to the contrary, there are many more shared walk and bike paths being created as part of the cycleway roll out, for instance so bikes don't need to stop at intersections. Yet these busy intersections are some of the most challenging places for pedestrians with a need for dedicated footpath, a safe pedestrian space.

Cycleway design is having a big impact on bus stops and we have concerns where passengers are alighting from buses directly onto a cyclepath, and slippery plastic infrastructure. People do not feel safe or comfortable doing this.

Living Streets has consistently advocated for improved sustainable transport for Wellington. We have consistently advocated for WCC policies to be followed with priority for walking at the top of the sustainable transport hierarchy, among the many other policies that support walking. We want WCC to stick to the advice in the Pedestrian Network Guidance which does not support shared paths. We want bus stops that are pleasant and feel safe for passengers so more people will use the bus. We want Wellington to improve all of its sustainable travel options, walk, bus and bike, as a key action to address climate change.

The way to address these issues is for councillors to adopt a 'complete street' design approach which ensures that all sustainable modes of travel are considered from the beginning before design and implementation. The cycleway programme does not do that, and writing another submission trying to address the design deficiencies wasn't worthwhile.

We need to see councillors stand up for walking and for bus users, at least as much as you do for cycling, and change the approach so that all these projects take a strong 'complete street' approach, improving the total street and travel environment; no more shared paths, and no more unnerving bus stops for starters. This requires a policy change from you.

As always we are happy to go for a walk and discuss this more fully.

Ngā mihi

Ellen Blake
Living Streets Aotearoa - Kaititui a Whanganui a Tara

Complete Streets is a process and approach

Not just a product or single type of street.

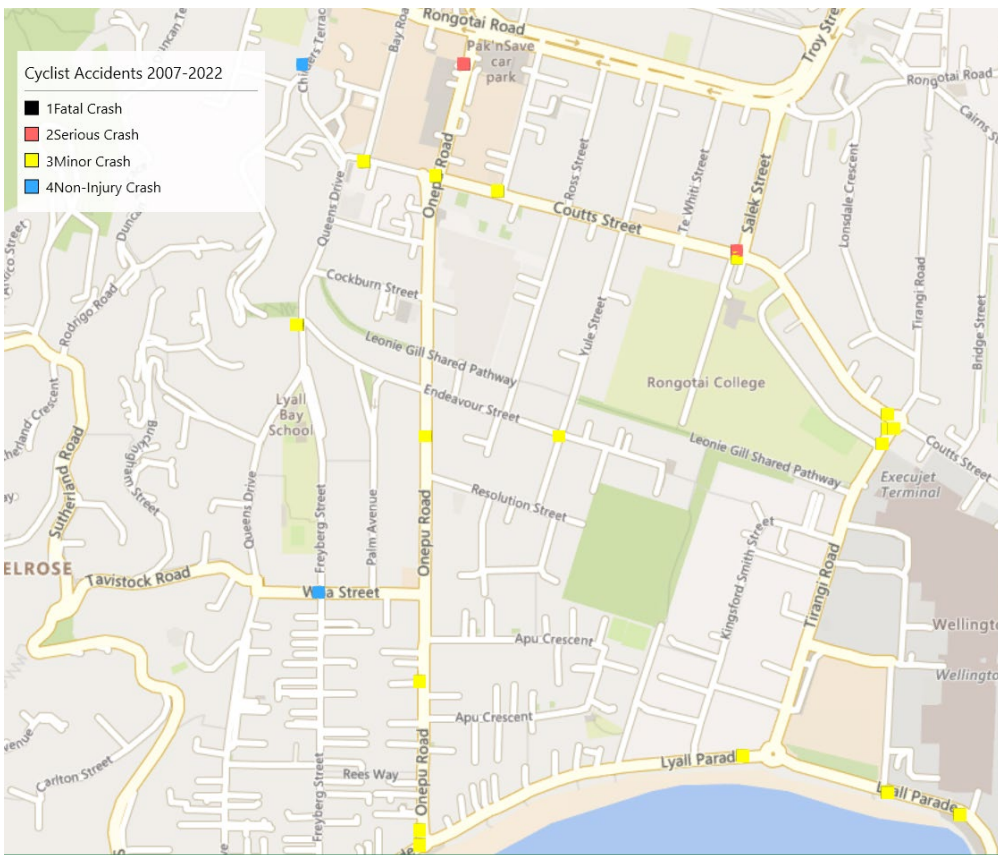
Complete Streets is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach also emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach, such as older adults, people living with disabilities, people who don't have access to vehicles, and Black, Native, and Hispanic or Latino/a/x communities.

Kilbirnie Connections

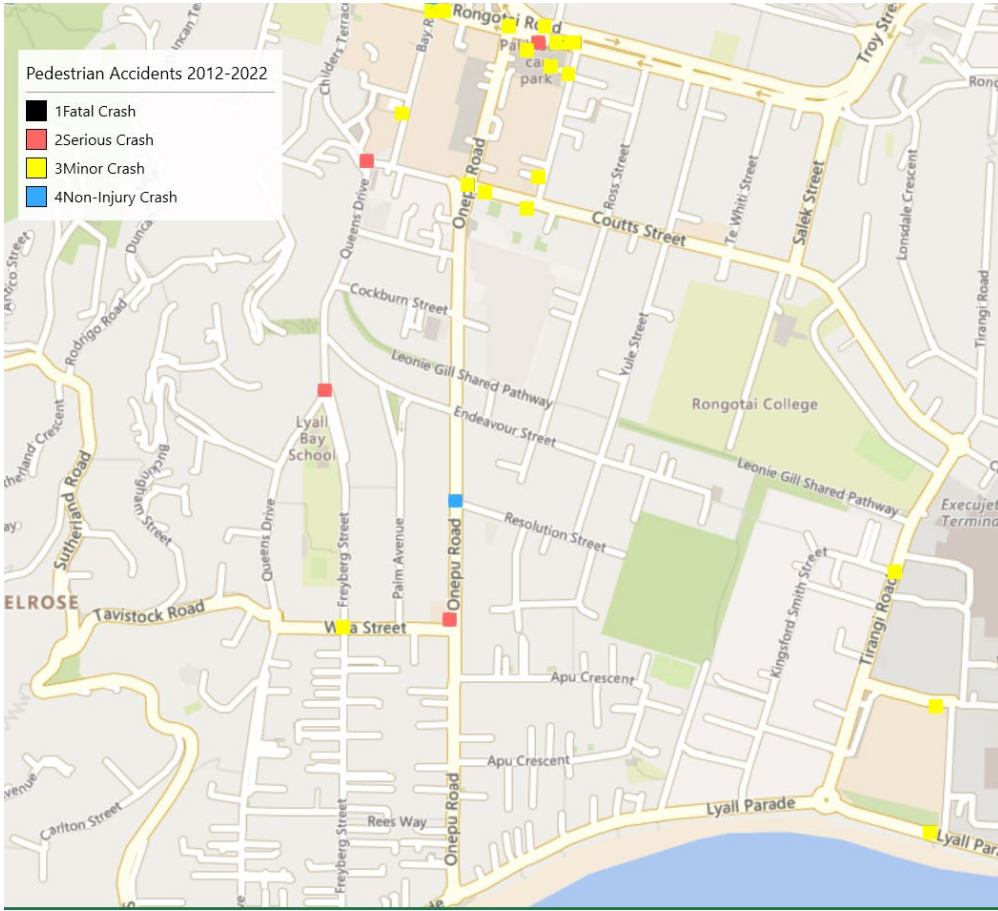
Tony Randle (10th May 2023)

On Thursday 11th May the WCC Regulatory Processes Committee will decide whether to implement protected cycleways in Thorndon and Kilbirnie.

Cyclist Accident Map



Pedestrian Accident Map



Overall Support for Kilbirnie Connections but local residents have said “No” to this plan

- The overall feedback from submitters is a clear majority supports removing parking to implement protected cycleways:

Submissions Summary	All Submissions	
WCC Forms Quick	Support 88% (432)	Oppose 12% (58)
WCC Forms Detailed	Support 77% (193)	Oppose 23% (58)
Submissions Totals	Support 63% (663)	Oppose 37% (396)

- But feedback on the Kilbirnie Connection cycleways from Kilbirnie and Lyall Bay submitters are opposed to removing parking to implement cycleways:

Submissions Summary	Kilbirnie		Lyall Bay	
WCC Forms Quick	Support 76% (19)	Oppose 24% (6)	Support 83% (19)	Oppose 17% (4)
WCC Forms Detailed	Support 85% (33)	Oppose 15% (6)	Support 73% (11)	Oppose 27% (4)
Submissions Totals	Support 44% (49)	Oppose 56% (62)	Support 34% (55)	Oppose 66% (108)

- Also note Submitters using the WCC Form who identified as living with a disability or accessibility issue (refer page 278):
 - Support removing parking for cycleways (35%)
 - Oppose removing parking for cycleways (65%)

From: Bruce Welsh <[REDACTED]>
Sent: Wednesday, 10 May 2023 9:32 am
To: Councillor Diane Calvert <[REDACTED]>
Subject: Kilbirnie Connections

Diane

I did an oral submission and appreciate your support in questioning the process for the cycleways. Here are some brief comments on the current report before the committee that may help you. It is important that this is done right and the best solution for all found. I don't believe this is there yet.

The graphs in the appendix provide some valuable general insights.

- Graph "Level of support for Kilbirnie Connections based on main relationship with the area" page 256.

Of people living and owning a business in the area (those most invested)

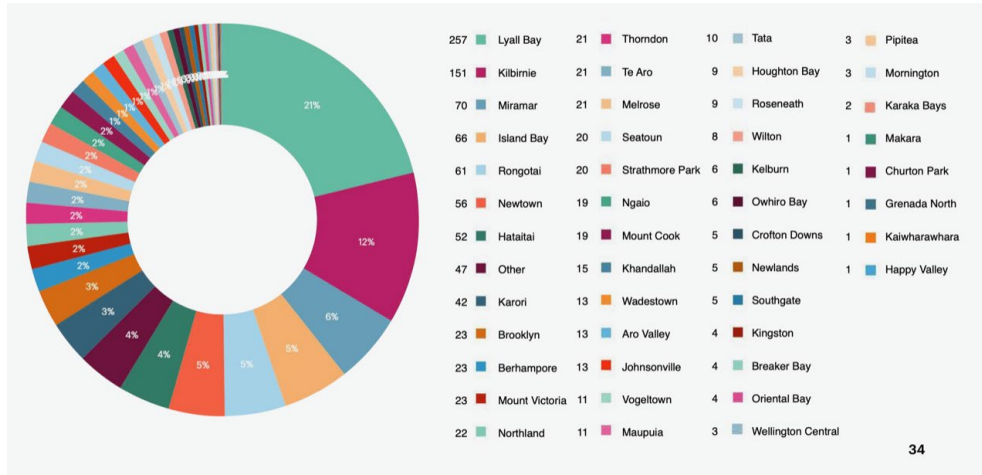
321 oppose/strongly oppose = 57%
 219 support/strongly support = 39%
 560 total

Then as people have less connections, support for cycleways increases.
 ie. If it's not at my front door, it is a good idea.

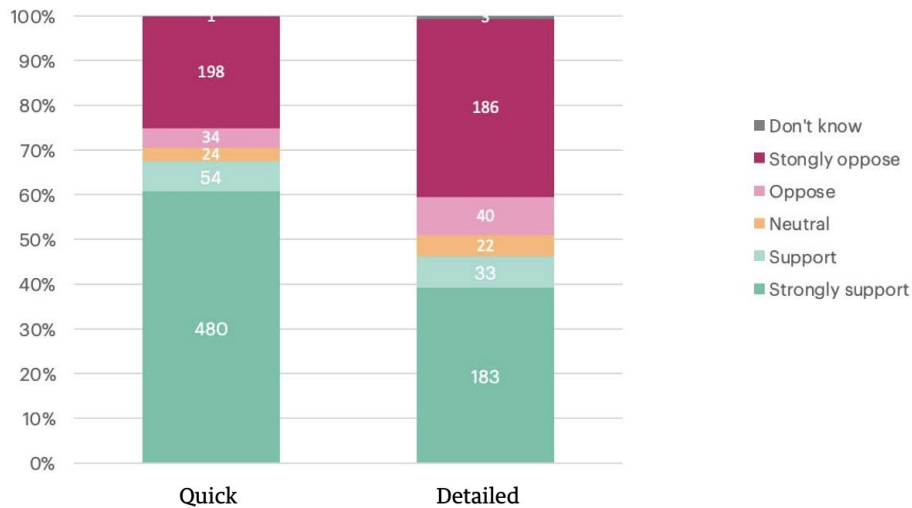


- Graph "Which suburb do you live in?" page 276.
 33% from Lyall Bay/Kilbirnie. 408 submissions in total.

Locals are the most effected and should have the most say.



- Graph "Overall support based on type of feedback" page 279.
 The quick responders results were 534 support/strongly support = 68%
 = 29%
 232 oppose/strongly oppose
 The detailed responders results were 216 support/strongly support = 46%
 = 48%
 226 oppose/strongly oppose
 This suggests that those more invested in the local area were more concerned and put in more detailed submissions.



Comments on some paragraphs of the main body of the report.

- Consultations prior to 6/03/23 did not have detailed designs to be able to see and assess the actual impacts of the cycleways. The detailed designs were only released for this consultation.

9. The 59/37 split supporting does not reflect the responses of those most affected. Those affected gave a 57/39 split opposing.
13. Alternative routes have not been investigated (as was requested by councillors following the oral submissions). The routes in Pāneke Pōneke have been retained. As mentioned above these routes were put in place without detailed knowledge of impacts on people, homes, businesses or communities.
15. It seems unfair that a few residents/businesses should bear the bulk of the impact of the transport mode shift attempting to address the city's carbon footprint.
16. Kilbirnie is marked for an increase in residential development. Currently most sections can be redeveloped with three dwellings without on site carparks or resource consent. This type of development will become more common bringing more pressure on street space.
21. There was also strong local opposition to cycle lanes on Onepu Road.
23. Most crashes happened at intersections. This needs intersection improvements to resolve.
26. An off road path was used alongside Akau Tangi to avoid the highly parked Tacy Street. Can't this approach be applied elsewhere using the Leonie Gill Walkway?
28. Many groups who were engaged with did not feel that their concerns were considered seriously. eg Rongotai College was strongly opposed yet were reported at a public meeting to be supportive.
34. Surrounding streets may have large numbers of available parking spaces, however, most are generally fairly well used with little spare capacity.
Supermarket carparks are private parks and only for customers. PaknSave carpark is full most of the time. Supermarket carparks can not be relied upon to provide general carparking.
Rongotai College is also concerned that people may start trying to park within their grounds, raising security concerns.
35. Many existing garages were built for old cars and don't fit modern cars.
Parking is a wider issue than just residents. It also includes visitors, tradespeople, delivery services, taxis, etc.
37. If a painted cycleway is acceptable south of Wha Street, why not in other areas, particularly in Coutts St?
38. A residents parking scheme will not work as there will be too much demand for limited places. Those residents missing out on a ballot for spaces will be left with little practical options.
39. Why was Freyberg St kept as a low traffic flow street when Ross and Yule Streets were not? All streets were roughly 50/50 in responses.
44. The option of deferring for a few years would be the best result. Time is needed to assess other options, to engage better with affected residents and businesses.
45. The proposal does not improve public transport. We are currently hampered by lack of bus service. The proposed bus stops on the carriageway (blocking traffic flows) will not enhance the reputation of public transport.
61. The separate consultation by LGWM for a cycleway along Kilbirnie Crescent, Rongotai Road to

Troy Street, raises more questions about what is happening. This appears to lack coordination.

62. The Local Government Act 2002 cl 82 (e) requires consultation to be open minded and due consideration given. It is not obvious that this has happened.

68. The disability assessment only addresses disability from cycleway users viewpoint (who are disabled cyclists?). There are also disabled residents who need various services to maintain accessibility. I know of two legally blind residents on Onepu Road who need taxis for mobility. Also many elderly residents who also need transport services for mobility. The graph on page 278 of the "Level of support from people living with a disability or accessibility issue" gave 64% opposed/strongly opposed and 34% support/strongly support.

In summary it would seem best to pause this process and take some time to reconsider routes, engage more meaningfully and understand the real impacts on businesses and residents.

Currently there are three cycleways running east - west (Cobham Drive, Rongotai Road and Leonie Gill). Coutts Street will make four parallel cycleways within less than 1 km.

The current design will make it near impossible for some businesses on Onepu Road to operate (eg Salvation Army Shop, Doctor's Surgery, Elements Cafe). Some businesses rely on people either being able to park close or for vehicles to drop off/pick up materials.

The cycleway is described as a trial cycleway. What is the time limit on this? It is quite common for temporary proposals to become permanent. Also what are the KPI's to determine the success or failure of the trial?

Thanks

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