

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

Ngā Meneti | Minutes

12:00pm Rātū Tuesday, 8 Here-turi-kōkā August 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



PRESENT

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Free (Chair)
Pouiwi Hohaia
Pouiwi Kelly (via audio-visual link)
Councillor McNulty (Deputy Chair)
Councillor Paul

IN ATTENDANCE

Councillor Brown
Councillor Chung
Deputy Mayor Foon
Councillor Matthews
Councillor Pannett
Councillor Randle

TABLE OF CONTENTS

8 AUGUST 2023

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	5
1.6 Public Participation	5
2. General Business	9
2.1 Brooklyn Hill Permanent Improvements Oral Submissions	Error! Bookmark not defined.
2.2 Let's Get Wellington Moving Thorndon Quay Oral Submissions	Error! Bookmark not defined.

1. Meeting Conduct

1.1 Karakia

The Chairperson declared the hui (meeting) open at 12.01pm 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

(Pouwi Kelly joined the hui 12:01pm.)

1.2 Apologies

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Accept the apologies received from Mayor Whanau for lateness.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Free, seconded Councillor Abdurahman

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Approves the minutes of the Koata Hātepe | Regulatory Processes Committee Meeting held on 22 June 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 was no public participation.

(Mayor Whanau joined the hui 12:22pm.)

Secretarial note: The following members of the public addressed the committee regarding their written submissions:

An individual	Khoi Phan		2.1 Brooklyn Hill
An individual	Emma		2.1 Brooklyn Hill
An individual	Paul Bruce		2.1 Brooklyn Hill
An individual	Katie Armstrong		2.1 Brooklyn Hill
An individual	Raj Parbhu		2.1 Brooklyn Hill
An individual	Peter Steven		2.1 Brooklyn Hill
An individual	Simon Anderson		2.1 Brooklyn Hill
An individual	Caroline Vincent		2.1 Brooklyn Hill
on behalf of an organisation	Sam Bridgman	A2B - Active to Brooklyn	2.1 Brooklyn Hill
An individual	Debbie Port		2.1 Brooklyn Hill

Secretarial note: The hui adjourned at 12:56pm and resumed at 1:15pm with the following members present, Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Free, Councillor McNulty, Councillor Paul and Pouiwi Kelly.

on behalf of an organisation	David Tripp	Hutt Cycle Network	2.2 Thorndon Quay
An individual	David Phipps		2.2 Thorndon Quay
on behalf of an organisation	Paul Robinson	The Wool Store	2.2 Thorndon Quay
on behalf of an organisation	Emma	Wellington Dance	2.2 Thorndon Quay

on behalf of an organisation	Alex Dyer and Linda Bexley	Cycle Wellington	2.2 Thorndon Quay
An individual	Catharine Underwood		2.2 Thorndon Quay
An individual	Blaire Lodge-Perry		2.2 Thorndon Quay
on behalf of an organisation	Michelle Henry	Hutt Road Businesses	2.2 Thorndon Quay
An individual	Lawrence Collingbourne		2.2 Thorndon Quay
An individual	Dave Harwood		2.2 Thorndon Quay

Secretarial note: The hui adjourned at 2:12pm and resumed 2:21pm at with the following members present, Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Free, Councillor McNulty, Councillor Paul and Pouiwi Kelly.

(Councillor McNulty left the hui at 2:30pm.)
(Councillor McNulty joined the hui at 2:36pm.)

on behalf of an organisation	Jonathan Bhana-Thomson	NZ Heavy Haulage Association	2.1 Brooklyn Hill
An individual	Tom Bennion		2.1 Brooklyn Hill

(Mayor Whanau left the hui at 2:42pm.)
(Mayor Whanau joined the hui at 2:43pm.)

An individual	Jonathan		2.1 Brooklyn Hill
An individual	Alex Marinkovich-Josey		2.1 Brooklyn Hill
An individual	Sonya Bissmire		2.1 Brooklyn Hill
on behalf of an organisation	Miriam, Catarina Gutierrez and Gabriella Jimenez	Women in Urbanism	2.1 Brooklyn Hill
on behalf of an organisation	Sarah Shand and Darryn Welham	Transpower New Zealand Limited	2.1 Brooklyn Hill
An individual	Rich H		2.1 Brooklyn Hill
An individual	Emma Alcock		2.1 Brooklyn Hill

**KOATA HĀTEPE | REGULATORY
PROCESSES COMMITTEE
8 AUGUST 2023**

An individual	Nicky Boughtwood		2.1 Brooklyn Hill
an individual	Richard Lucy		2.1 Brooklyn Hill
An individual	Dylan Packman		2.1 Brooklyn Hill
An individual	Carl Savage		2.1 Brooklyn Hill

(Councillor Calvert left the hui at 3:24pm.)
(Councillor Paul left the hui at 3:25pm.)

An individual	Nick Mouat		2.1 Brooklyn Hill
---------------	------------	--	-------------------

(Councillor Calvert joined the hui at 3:39pm.)
(Councillor Paul joined the hui at 3:39pm.)

on behalf of an organisation	Peter Flowers	Wellington Seido Karate	2.1 Brooklyn Hill
An individual	Avis Macadam		2.1 Brooklyn Hill

Secretarial note: The hui adjourned at 2:12pm and resumed 2:21pm at with the following members present, Mayor Whanau, Councillor Abdurahman, Councillor Calvert, Councillor Free, Councillor McNulty, Councillor Paul and Pouiwi Kelly.

An individual	Marissa		2.1 Brooklyn Hill
An individual	Carilyn and Rodney		2.1 Brooklyn Hill
An individual	Marianne Elliot		2.1 Brooklyn Hill
An individual	Monty Mouat		2.1 Brooklyn Hill

an individual	Keith Morris		2.2 Thorndon Quay
on behalf of an organisation	Steve Piper	Co Kids	2.2 Thorndon Quay
An individual	Greg Pollock		2.2 Thorndon Quay
on behalf of an organisation	Jeff Staniland	Capital Scaffolding	2.2 Thorndon Quay

on behalf of an organisation	John Moore	Loo and Moore	2.2 Thorndon Quay
An individual	Akane Sandom		2.2 Thorndon Quay

2. General Business

Meeting Duration and Adjournment

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

1. Extend the meeting beyond six hours, in accordance with standing order 11.7.
2. Adjourn the meeting until 9:30am, Wednesday 8 August 2023.

Carried

Secretarial note: The hui adjourned at 4:51pm on Tuesday 8 August 2023.

Secretarial note: The hui resumed at 9:30am on Wednesday 9 August 2023 with the following members present: Councillor Abdurahman, Councillor Calvert, Councillor Free, Councillor McNulty, and Pouiwi Hohaia.

on behalf of an organisation	Iain Macleod	Penthouse Cinema and Cafe	2.1 Brooklyn Hill
An individual	Matthew		2.1 Brooklyn Hill
An individual	David Hill		2.1 Brooklyn Hill
An individual	Catherine		2.1 Brooklyn Hill

(Councillor Paul joined the hui at 10:02am.)

An individual	Alex Gray		2.1 Brooklyn Hill
An individual	Donald Nordeng		2.1 Brooklyn Hill
An individual	Jane Armitage		2.1 Brooklyn Hill
on behalf of an organisation	Katie Underwood, Alex Gray	Greater Brooklyn Residents Association Incorporated	2.1 Brooklyn Hill
An individual	Sam Donald		2.1 Brooklyn Hill
An individual	Susie Robertson		2.1 Brooklyn Hill

Secretarial note: The hui adjourned at 10:35am and resumed at 10:50am with the following members present Councillor Abdurahman, Councillor Calvert, Councillor Free, Councillor McNulty, Councillor Paul and Pouiwi Hohaia.

(Mayor Whanau joined the hui 10:56am.)

An individual	Ian Paterson		2.1 Brooklyn Hill
on behalf of an organisation	Alex Dyer and Linda Beatson (co-chairs)	Cycle Wellington	2.1 Brooklyn Hill

(Councillor Calvert left the hui 11:09am.)
(Councillor Calvert joined the hui 11:22am.)

An individual	June Vallyon		2.1 Brooklyn Hill
on behalf of an organisation	Chris Dudfield	South Coast Business & Promotion Assoc.	2.1 Brooklyn Hill
on behalf of an organisation	Patrick Morgan	Cycling Action Network	2.1 Brooklyn Hill
An individual	Karen Thomas		2.1 Brooklyn Hill
An individual	Dr Ruth Fischer-Smith		2.1 Brooklyn Hill
An individual	Darcy Snell		2.1 Brooklyn Hill
on behalf of an organisation	Geordie	NZ Automobile Association	2.1 Brooklyn Hill

Attachments

- 1 Paul Bruce – 2.1 Brooklyn Hill Permanent Improvements.
- 2 David Tripp on behalf of Hutt Cycle Network- 2.2 Let's Get Wellington Moving Thorndon.
- 3 Paul Robinson on behalf of the Woolstore - 2.2 Let's Get Wellington Moving Thorndon.
- 4 Tom Bennion - 2.1 Brooklyn Hill Permanent Improvements.
- 5 Sarah Shand and Darryn Welham on behalf of Transpower New Zealand Limited - 2.1 Brooklyn Hill Permanent Improvements.
- 6 Emma Alcock - 2.1 Brooklyn Hill Permanent Improvements Let's Get Wellington Moving Thorndon.
- 7 Jeff Staniland on behalf of Capital Scaffolding - 2.2 Let's Get Wellington Moving Thorndon.
- 8 Alex Gray - 2.1 Brooklyn Hill Permanent Improvements.
- 9 Jane Armitage - 2.1 Brooklyn Hill Permanent Improvements.
- 10 Sam Donald - 2.1 Brooklyn Hill Permanent Improvements.
- 11 Ian Patterson - 2.1 Brooklyn Hill Permanent Improvements.
- 12 June Vallyon - 2.1 Brooklyn Hill Permanent Improvements.

2.1 Brooklyn Hill Permanent Improvements Oral Submissions

Moved Councillor Free, seconded Councillor McNulty

Resolved

That the Koata Hātepe | Regulatory Processes Committee:

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

Carried

2.2 Let's Get Wellington Moving Thorndon Quay Oral Submissions

Moved Councillor Free, seconded Councillor Paul

Resolved

That Koata Hātepe | Regulatory Processes Committee:

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

Carried

The meeting concluded at 12:19pm 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

12:00pm Tuesday, 8 August 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

Business

Page No.

Brooklyn Cycle way -

Let's Get Serious about Climate Change with complete safe cycle routes

On coming to Wellington 50 years ago to complete a physics degree, I sold my car as I found it unnecessary, and I could walk or cycle everywhere. However, there has been a 300% increase in car ownership per capita, energy consumption and greenhouse emissions and a permissiveness towards people storing their second or third car on the street.

Submissions against the provision of safe cycle paths, have a common fear of change. Mode shift is urgent to help cool the planet, and a shift away from the arrogant privilege of the personal motor car.

I have cycled down Ohiro Road with the return up Brooklyn Road daily for almost 50 years and absolutely embrace the completion of a Brooklyn cycleway and its extension along Ohiro Road. Downhill, it is faster and safer by Ohiro Road once one learns to slow for the sharp corners near Aro Street.

I have a few points to make:

- 1: A pedestrian crossing would improve safety for pedestrians close to Maarama & Tanera Crescents.
- 2: Traffic needs to be slowed approaching the turn from Ohiro Road to Brooklyn Road, and the easiest way to do this would be to extend the 30km/hr speed limit through Brooklyn until past that corner.
- 3: A marked pedestrian crossing should remain on the uphill side of Washington Av.
- 4: Provision should be made for pedestrians travelling down Brooklyn Road on the southern side from Washington Av to just before Bidwell Street where steps could cut the corner towards Bell Street and back to Bidwell Street to avoid the danger of crossing Brooklyn Road.

The Washington Post called July "a month packed with weather anomalies that exceeded any definition of normal. China's record temperature of 52.2 Celsius; Antarctic Sea ice is at record low levels; the Cerberus heat wave in Europe; record wildfires in Canada; floods and record-breaking downpours in South Asia; and extreme heat in the US and Mexico. Decades of routinely prioritising private motor vehicles over active travel and public transport have contributed towards collapsing ecosystems now threatening human survival.

We need emergency measures now, and cycle ways provide a real alternative.

Nga mihi nui

Paul Bruce

What Success Looks Like

The benefits of the programme have been derived using our cycle demand model and the NZ Transport Getting more Aucklanders on bikes will see the programme deliver:

INCREASED **BENEFITS**



INCREASED **SPACE**



4,500 people are expected to travel to the city by bike (in the AM peak). This is the equivalent of **three lanes of traffic**.

FEWER **INJURIES**

A 10-20% reduction in cycling related incidents would correspond with:



40-80
FEWER SERIOUS INJURIES
+
1-2
LESS DEATHS

over the 10-year period 2018-2028

FEWER **HEALTH COSTS**



Saving society **\$1,410** in health costs per year per person cycling regularly.

hutt cycle network

Dr David Tripp

Cycling reduces the risk of:

- all-cause mortality by 41%
- any cancer by 45%
- cardiovascular disease by 46%

A prospective 5 year study of 250,000 UK citizens, median age 52, British Medical Journal 2017

IS HEALTH YOUR BUSINESS?

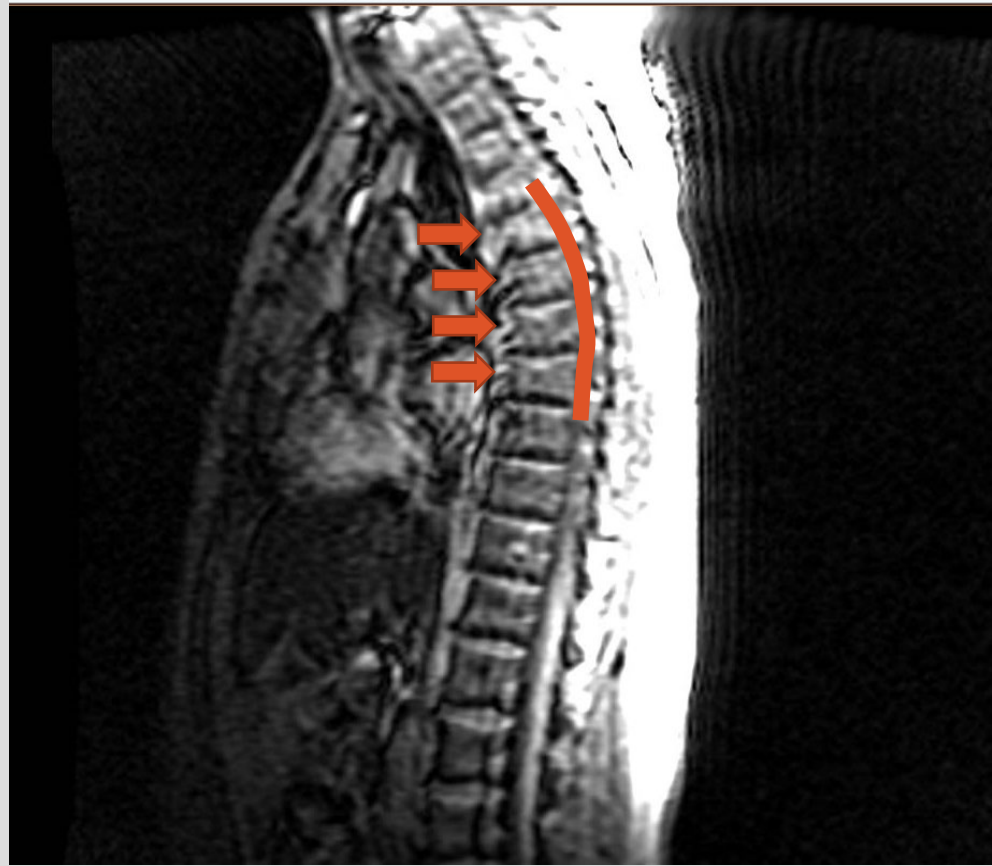
Resource Management Act: sustainable management means managing ...natural and physical resources in a way...which enables people and communities to provide for ... their health and safety

Local Government Act: to promote the ...well-being of communities in the present and for the future



CONNECTING TWO CITIES
THE “MELLY TO WELLY” CYCLE
CORRIDOR

- Predicted to be 2,000+ cyclists a day in 3 years from completion
- Halves the risk of cancer and heart disease for those who cycle
- Frees up around 1,000 parks a day in Wellington City
- One of the cheapest options to reduce congestion
- Addresses our climate emergency



BUT WHAT ABOUT THE BUSINESSES?

- Changes on Hutt Rd had substantially less impact than feared
- Cyclists are “wallets on wheels”.
- We do need to provide better ways to help businesses manage the transition – but we can’t not change

AND AOTEA QUAY?

	Thorndon Quay	Aotea Quay
Implementation	Soon	Delayed
Complexity	+	+++
Cost	+	+++
Preferred route for cyclists	Y	?
Addresses safety on TQ	Y	N
Connectedness	+++	+

Last Thursday 4pm

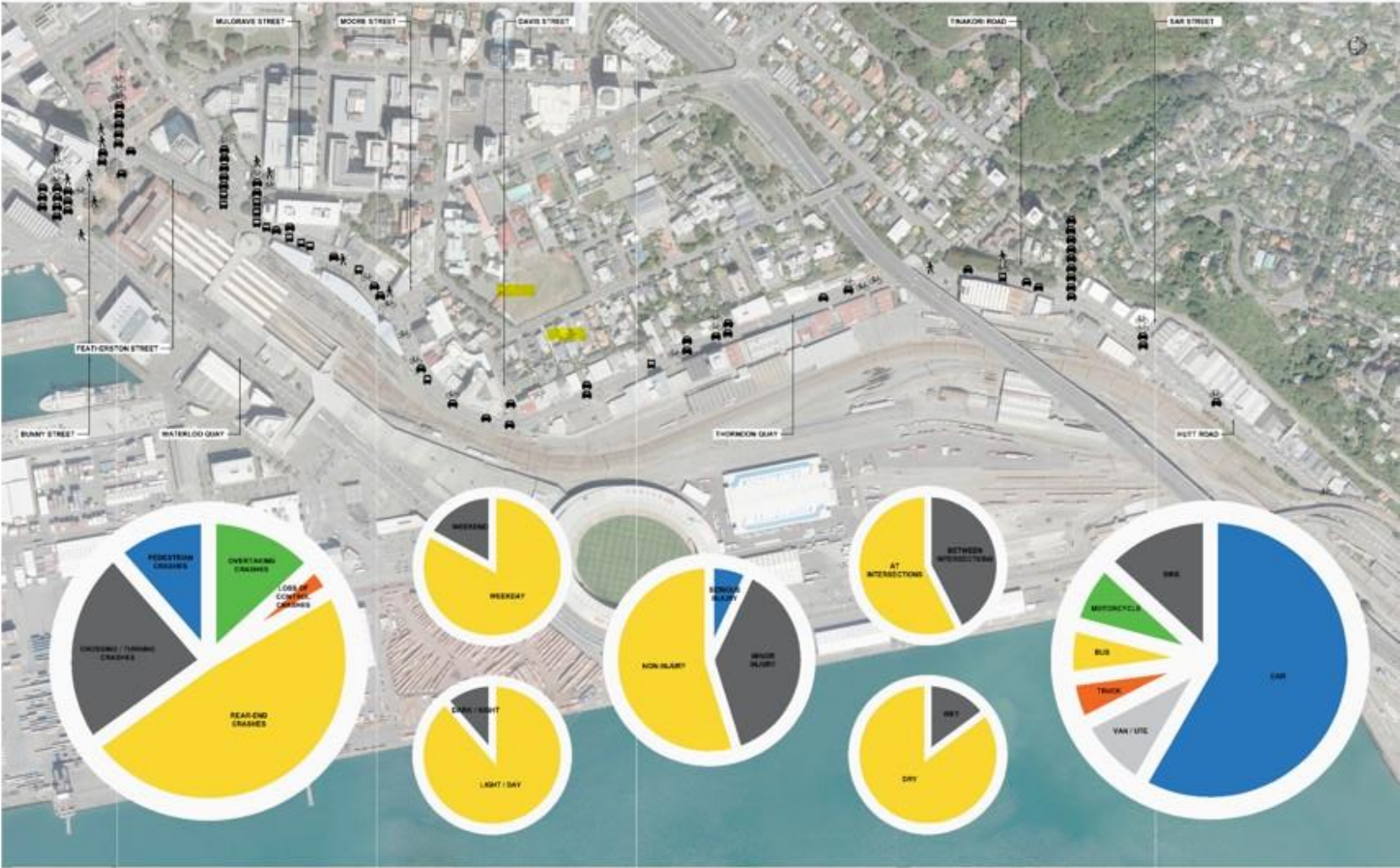


Last Thursday 5pm



Thorndon Quay Hutt Road Collective

Crash history (2011-2016, NZ Transport Agency Crash Analysis System)



Accidents happen at intersections

- 3 sets of traffic lights (Davis, Moore, Tinakori Road) - \$100k?
- Cycle Dismount Rails (Spotlight, Placemakers)
- Could have been done 6 years and 1650 emails ago!




Benefits \$M		SSBC	Now
Safety – crash cost savings		5.5	34.8
Active Mode: Cyclist Health benefit/Pedestrian Safety		73.9	41.9
General traffic time		-26	51.7
General traffic VOC		13.4	46.6
Bus travel time and reliability		29.6	38.0
Emission reductions		0	1.9
Total benefits		96.4	214.9

Table 2 – TQHR Benefits

Hutt Road Safety Benefits Based on 53 Historical Accidents

- *“Of the 16 incidents that involved right hand turns across the road, 14 were minor or non-injury accidents. There have been two serious incidents – one in 1981 and one in 2002. (The speed limit on that stretch of road has since been reduced and no further incidents have happened in the ensuing 21 years)). Does this accident history justify spending \$10s of millions of dollars?”*

Remember the 1500 Signature Petition we submitted asking for a business impact study to be completed before removing 100 angle parks?

- WCC said car parking revenue would only reduce by \$32k. p.a
- Now WCC says removing 63 Car Parks will reduce revenue by \$311k per annum c.f historical revenues of \$900k.
- Why haven't businesses been told?
- Do the math's! \$311k car parking revenue = (say) 70,000 customer visits @\$160 per visit = \$11.2m p.a lost revenue to business = NPV of \$192m disbenefits over 40 years!



91. The anticipated loss of carparking revenue for the Golden Mile, as at October 2022 is:

Location	Parking type	Number of parks	Revenue impact
Golden Mile Courtenay Place	Meter	60	\$297,099.56
Golden Mile Courtenay Side Streets (Allen, Blair)	Meter	34	\$168,356.42
Golden Mile Lambton Quay	Meter	40	\$198,066.37
Golden Mile Lambton Side Streets (Panama, Brandon, Johnston, Waring Taylor, Stout, Balance, Mercer, Ballance)	Meter	124	\$614,005.76
Total per annum (once all works complete)			\$1,277,528.11

92. The anticipated loss of carparking revenue for TQHR, as at October 2022 is:

Location	Parking type	Number of parks	Revenue impact
Thorndon Quay	Meter	63	\$311,954.54
Hutt Road	Meter	37	\$183,211.40
Total per annum (once all works complete)			
Note: The number of parks removed are additional to what has already been removed – so these costs are direct revenue lost from the LGWM initiative.			\$495,165.94

93. The loss of revenue from carparking has been included in the annual plan.

Legal considerations

94. Given that funding approval is the second of three LGWM papers at this meeting, to be followed by a traffic resolution paper in exercise of Council's functions as Road Controlling Authority, it is important that Councillors are aware of the importance of remaining impartial and of approaching decision making in each of the papers with an open mind, despite the wider views that each Councillor may hold on the Let's Get Wellington Moving programme.

Thorndon Quay Hutt Road Collective

- The traffic resolution is out of date and error ridden
- The business case is deeply flawed.
- WCC has not advised business of reduced car parking revenues.

Brooklyn improvements

WCC presentation

KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE

8 August 2023

Riverlink project – Environment Court on cycling



IN THE ENVIRONMENT COURT
AT WELLINGTON
I TE KŌTI TAIAO O AOTEAROA
KI TE WHANGANUI-A-TARA

Decision No [2022] NZEnvC 161
ENV-2021-WLG-000039

IN THE MATTER

of the direct referral of applications for resource consents and Notices of Requirement under Sections 87G and 198E of the Resource Management Act 1991 for the Riverlink Project

BY

NEW ZEALAND TRANSPORT AGENCY
WELLINGTON REGIONAL COUNCIL
HUTT CITY COUNCIL
KIWIRAIL HOLDINGS LIMITED
Applicants

Court: Alternate Environment Judge C J Thompson
Environment Commissioner D J Bunting
Environment Commissioner K A Edmonds

Hearing: 26 - 29 April 2022. Last case event: Final submissions: 27 May 2022

Appearances:

D G Allen, M L Mulholland and C A Easter for Applicants
K M Anderson and M J Dicken for Hutt City Council and Wellington Regional Council as regulatory authorities

T H Bennion for 10 Cycling Submitters, and Prof R Badcock
B S Carruthers for Harvey Norman Properties (NZ) Ltd
A W Braggins and O C Manning for Parsons Green Trust and Parsons Green Ltd

Mode shift helps with safety, parking, congestion

[232] Quite aside from the issues of enjoyment, and health and wellness, there is undoubted benefit in moving travellers away from motorcar use and towards walking, cycling (or other small devices) and public transport. The benefit can arise in many ways – eg less road congestion; better road safety; less demand for parking space. We should note here that our consideration of the desirability of mode shift does not include issues of preventing or reducing the discharge of greenhouse gases to prevent or reduce climate change. That is because of the content of s7(i) and s104E RMA.

A lot of mode shift needs to happen

[242] Mode shift is undoubtedly regarded as a matter of importance in the region, of which the Hutt Valley is part. For instance, the Wellington Regional Land Transport Plan 2021 - published by the Regional Council - is a document to which all councils in the region, together with NZTA and KiwiRail, have contributed. In its Executive Summary, it contains relevant background comments such as these:

The Wellington Region is made up of connected cities, towns and rural areas. What happens in one area affects the others. ...

We want the transport network to enable the region to grow in a way that makes it easy for people to get around, while creating less congestion, fewer emissions and more liveable spaces.

It describes wanting a transport network that will, among other things, *minimise impacts on the environment*. The document sets out three targets (which it describes as being *ambitious*) and they include one of particular relevance:

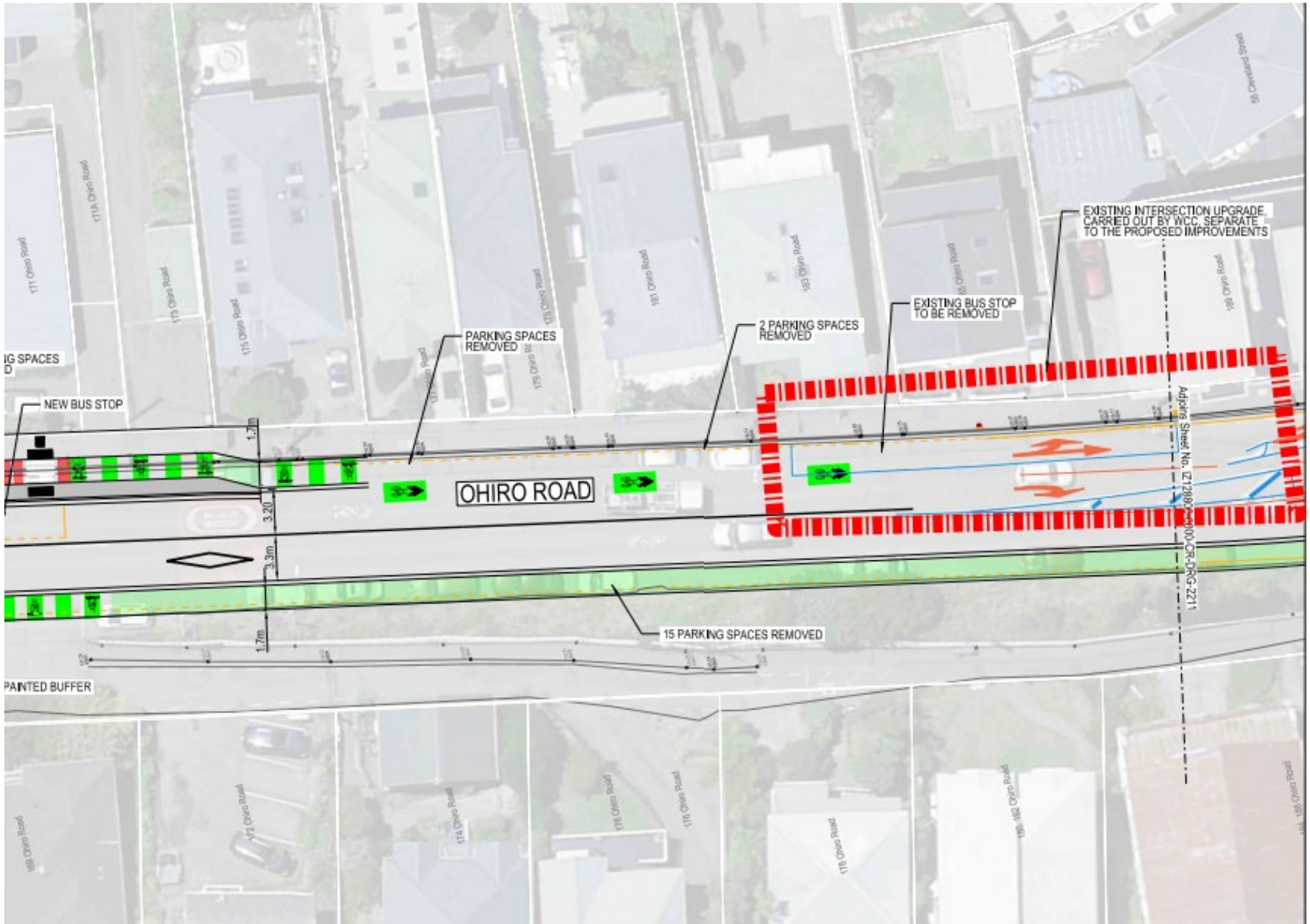
Mode share – 40 percent increase in active travel and public transport mode share. In 2018, 28 percent of all trips in the Wellington Region were made by public transport and active travel. By 2030, we want to increase this to 39 percent of all trips.

“Better than current” isn’t enough – target is best practice

[228] For completeness we note that Mr Kennett gave rebuttal evidence on and attached the Riverlink Cycling Safe System Assessment (SSA) dated 22 February 2022. That assessment varied from a standard SSA with a focus solely on the safety of cycling in and around the scheme. It concluded that the RiverLink Project provides a higher alignment to the Austroads safe system principles and a safer environment for cyclists than the existing situation. We find that unsurprising given the unsatisfactory nature of the existing situation.

Separation is best practice for safety

[253] The issue of *user safety* dominated the concerns about this part of the Project. In one form or another, the Project, as presented, includes c6km of cycle paths – about equally divided between the east and west sides of the river. There really cannot be any viable argument with the proposition that separated paths – ie those having cyclists and other small mobility device riders on one path, and pedestrians and dog walkers on another - with clear physical separation between the two - is the safest for everyone. So there would need to be a compelling reason not to do that, when we have a *blank canvas* Project and the room to do separate paths on both sides of the river.



PARKING SPACES

NEW BUS STOP

PARKING SPACES REMOVED

2 PARKING SPACES REMOVED

EXISTING BUS STOP TO BE REMOVED

EXISTING INTERSECTION UPGRADE CARRIED OUT BY WCC, SEPARATE TO THE PROPOSED IMPROVEMENTS

OHIO ROAD

PAINTED BUFFER

15 PARKING SPACES REMOVED

Adj. Proj. Sheet No. 1712986-00100-CR-ORIG-2211

111 Ohio Road

113A Ohio Road

117 Ohio Road

115 Ohio Road

119 Ohio Road

121 Ohio Road

123 Ohio Road

127 Ohio Road

131 Ohio Road

133 Ohio Road

137 Ohio Road

141 Ohio Road

145 Ohio Road

149 Ohio Road

153 Ohio Road

109 Ohio Road

111 Ohio Road

113 Ohio Road

117 Ohio Road

121 Ohio Road

125 Ohio Road

129 Ohio Road

133 Ohio Road

137 Ohio Road

141 Ohio Road

145 Ohio Road

149 Ohio Road

153 Cleveland Street

A further urgent reason to do this - resilience

Stokes Valley slip works cause traffic chaos, residents spend up to an hour trying to leave suburb, via [@nzherald](#)

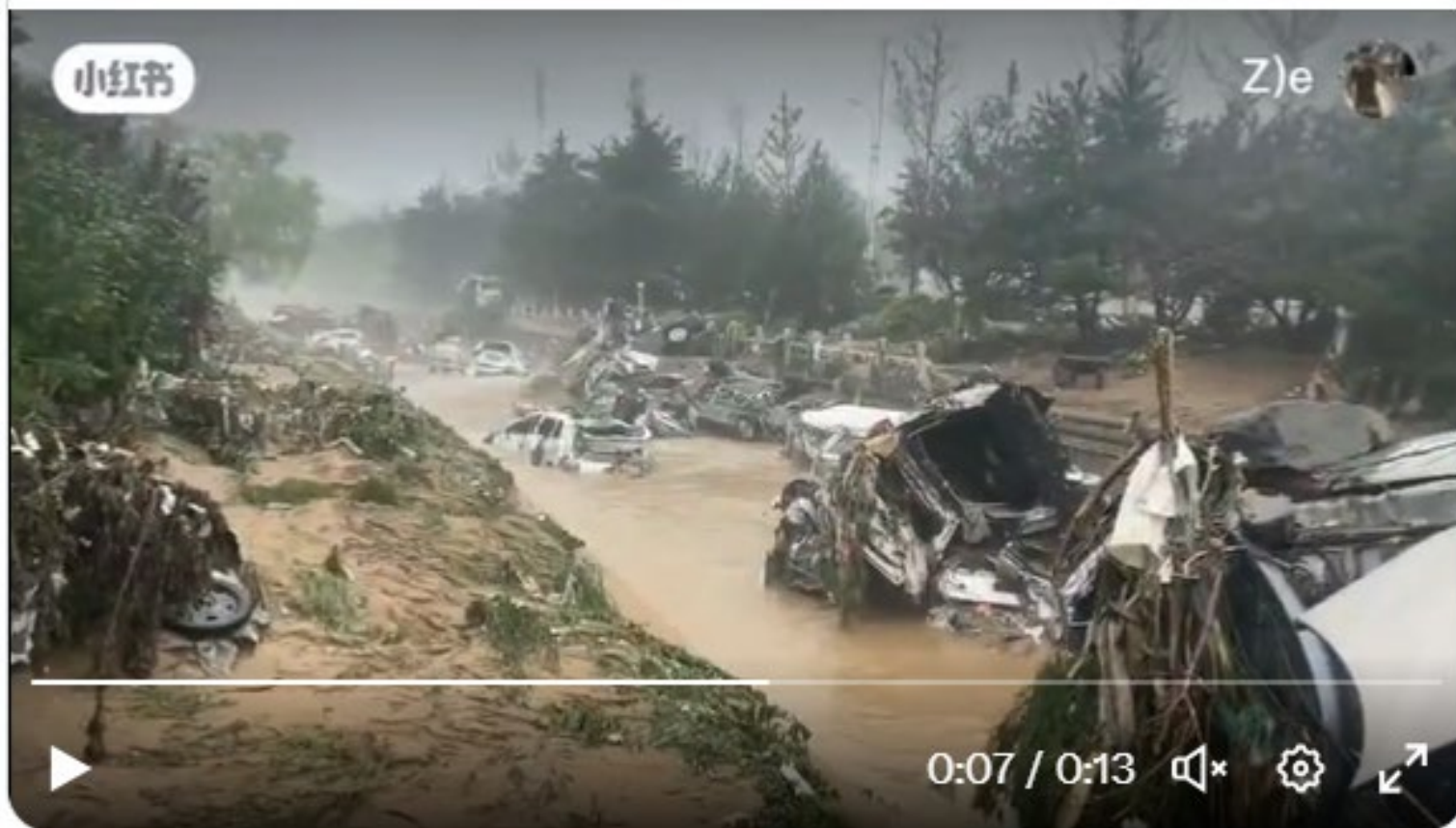


nzherald.co.nz

Up to an hour to leave the suburb: 'Nightmare' traffic for residents
Some residents are spending up to an hour in the car just to leave their suburb.

 **Eric Wang** @Ericwang1101 · Aug 1

catastrophic aftermath of the major flashflood in Beijing yesterday, cars tossed everywhere, completely mangled beyond recognition.







TRANSPower

Transpower submission on Brooklyn Bike Path and Road Improvements

Presentation to Wellington City Council

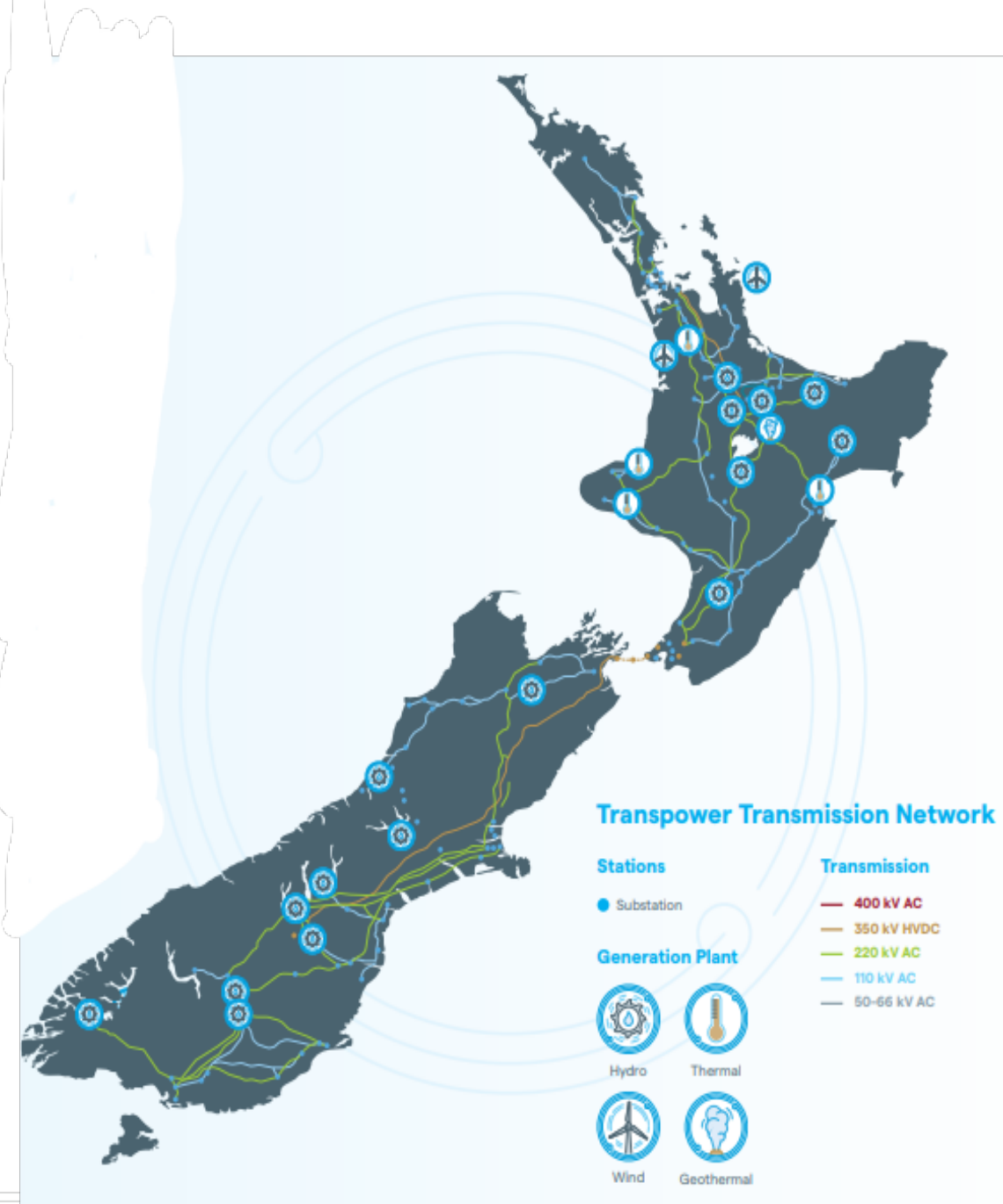
By Sarah Shand and Darryn Welham

8 August 2023



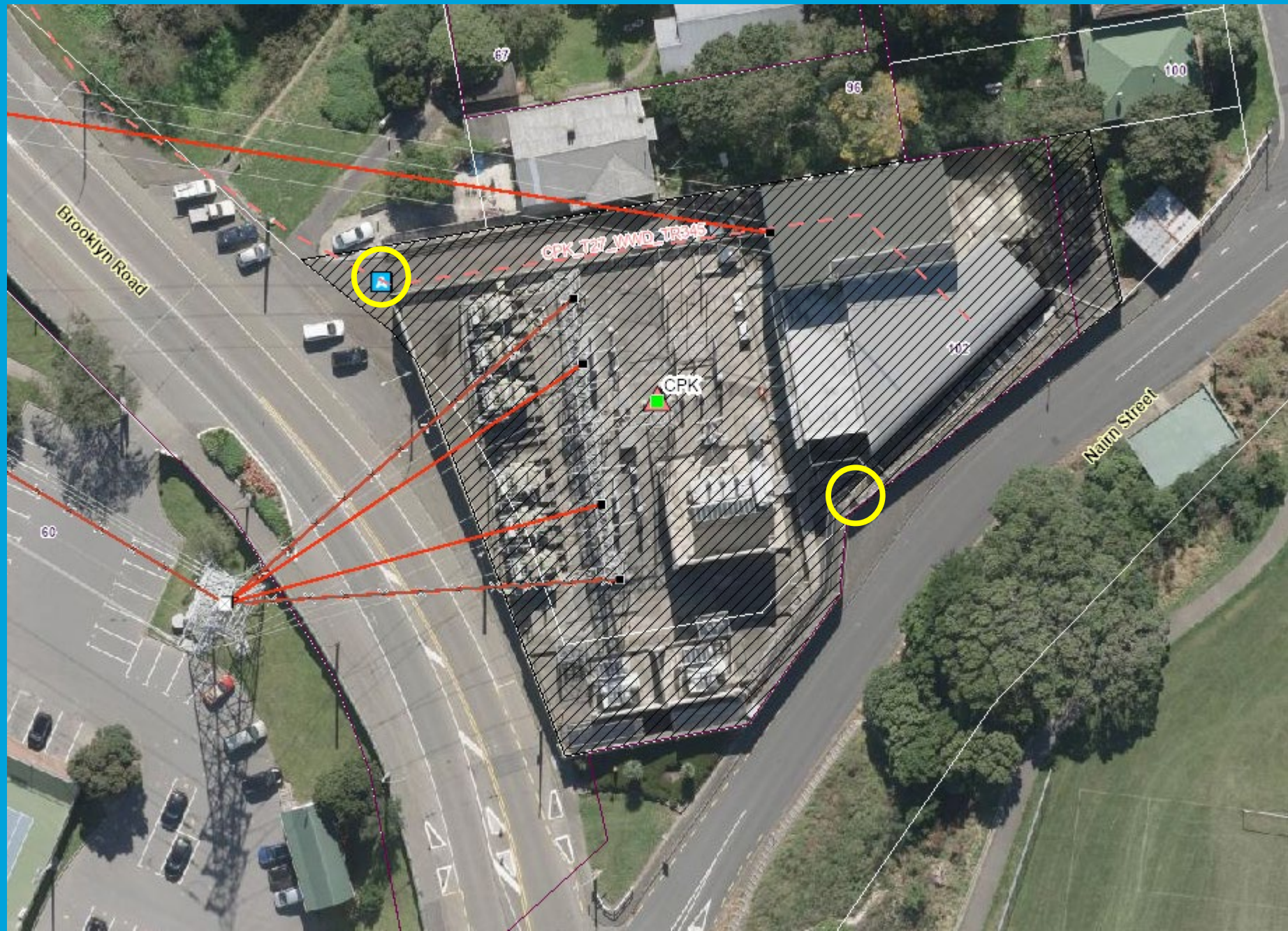
Who we are

- Owner and operator of New Zealand's national electricity transmission system
- We provide the infrastructure and market system that connects electricity generators to major electricity users and the distribution network
- Over \$5 billion in assets positioned across some 30,000 properties
- 170 substations, 25,000 transmission towers and more than 11,000 kilometres of lines
- Operate the electricity market system in real time
- Offices in Wellington, Auckland, Hamilton and Christchurch
- Around 900 staff

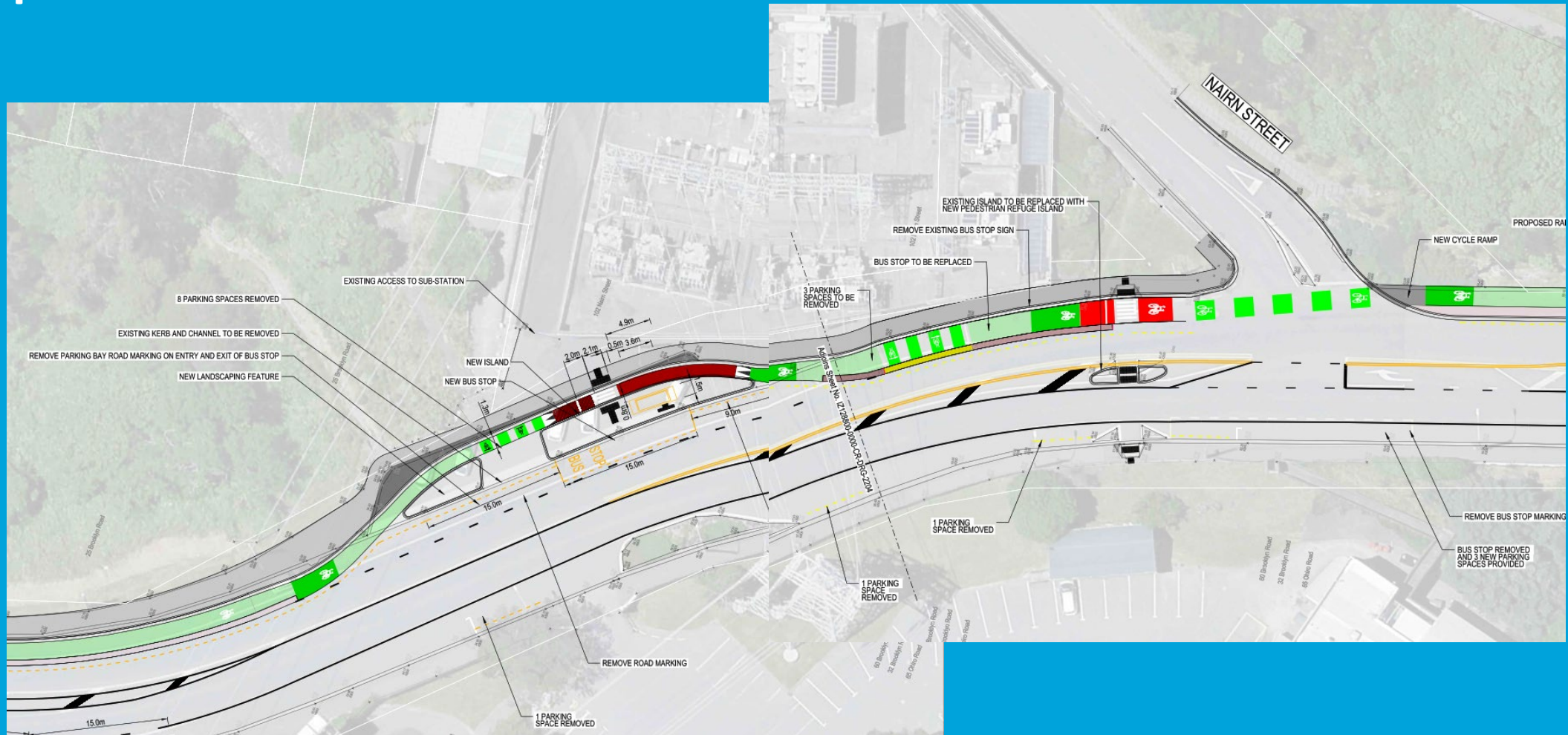


Central Park substation





Proposed works outside CPK



Key submission points

- Support the Brooklyn Bike Path in general
- Concerns about maintaining safe access and being able to accommodate different vehicle types
- Concerns that reduced parking on Brooklyn Road may impact access on Nairn Street
- Want assurance that access to CPK remains safe and unrestricted
- Request continued involvement in detailed design process to ensure construction, vegetation selection, and access point is safe to use



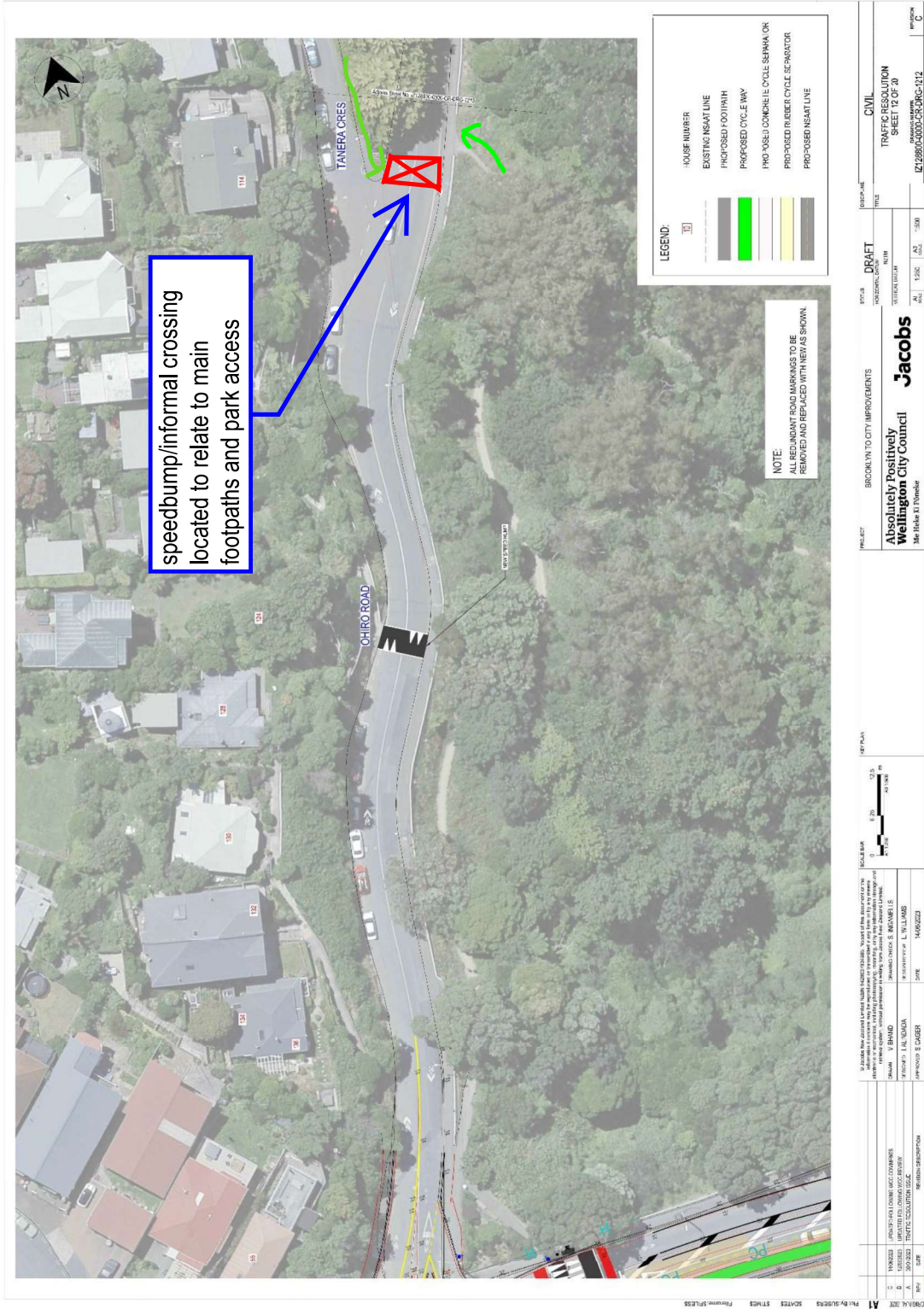


**Thank you and
questions**

TRANSPower.CO.NZ

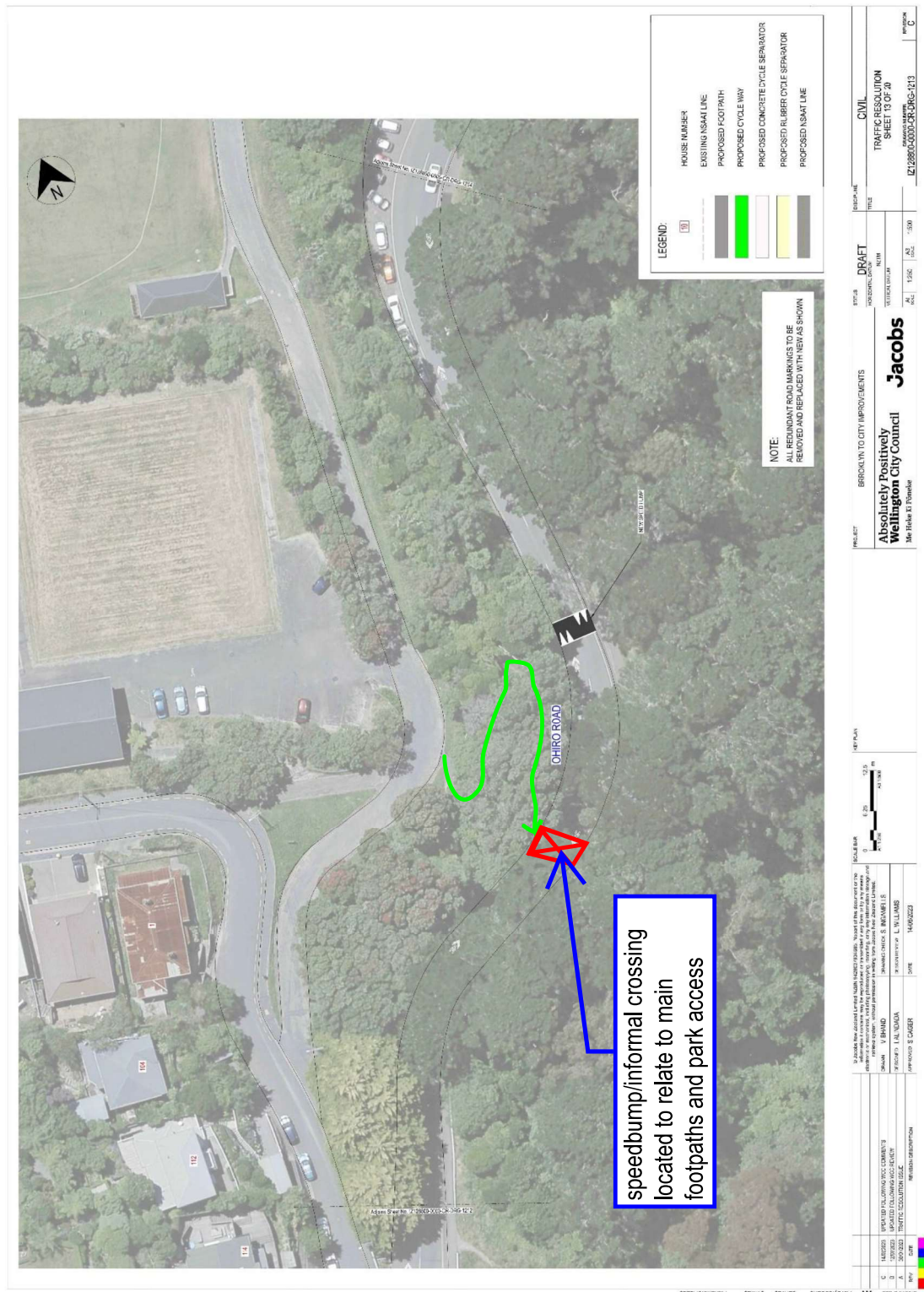


Traffic Resolution Plan: TR105-23 Brooklyn to City improvements

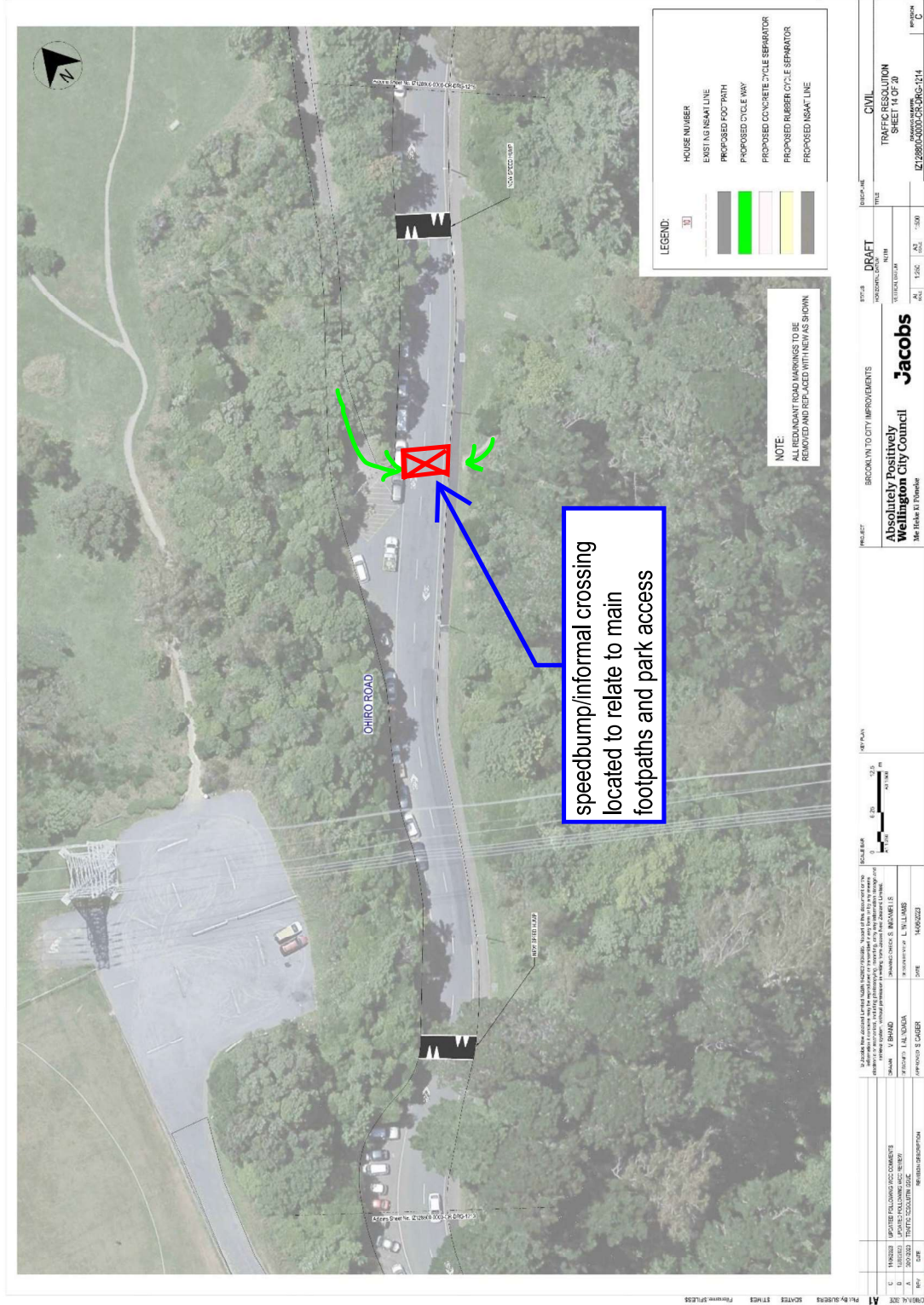


We are proposing changes in your area

Traffic Resolution Plan: TR105-23 Brooklyn to City improvements



Traffic Resolution Plan: TR105-23 Brooklyn to City improvements



We are proposing changes in your area

Traffic Resolution Plan: TR105-23 Brooklyn to City improvements

LEGEND:

- HOUSE NUMBER
- EXISTING SATELITE LINE
- PROPOSED FOOTPATH
- PROPOSED CYCLE WAY
- PROPOSED CONCRETE CYCLE SEPARATOR
- PROPOSED RUBBER CYCLE SEPARATOR
- PROPOSED SATELITE LINE

NOTE:
 ALL REDUNDANT ROAD MARKINGS TO BE REMOVED AND REPLACED WITH NEW AS SHOWN.

NO.	DATE	BY	DESCRIPTION
1	27/01/2023	JACOBSON, L. T. / L. JAMES	TRAFFIC RESOLUTION ISSUE
2	27/01/2023	JACOBSON, L. T. / L. JAMES	SPATIAL COORDINATION COMMENTS
3	27/01/2023	JACOBSON, L. T. / L. JAMES	TRAFFIC RESOLUTION COMMENTS
4	27/01/2023	JACOBSON, L. T. / L. JAMES	TRAFFIC RESOLUTION COMMENTS

Scale: 1:1000
 0 4.25 8.50 17.00 m

PROJECT: BROOKLYN TO CITY IMPROVEMENTS
CLIENT: Absolutely Positively Wellington City Council
PREPARED BY: Jacobs
DATE: 14/06/2023

PROJECT NO.: 10523
TRAFFIC RESOLUTION SHEET NO.: 15 OF 20
DATE: 14/06/2023

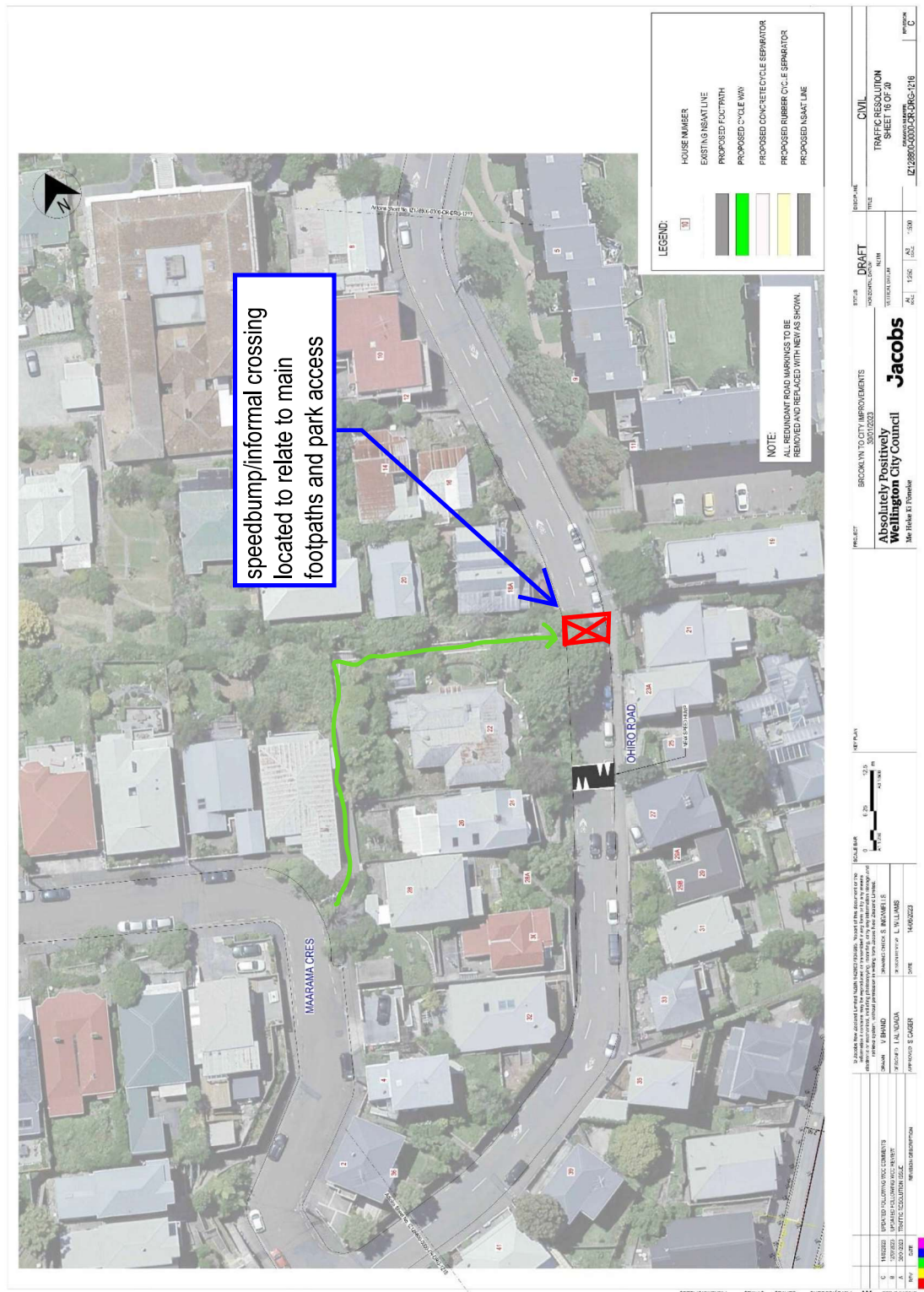
APPROVED BY: CIVIL
DATE: 14/06/2023

PROJECT NO.: 10523
TRAFFIC RESOLUTION SHEET NO.: 15 OF 20
DATE: 14/06/2023

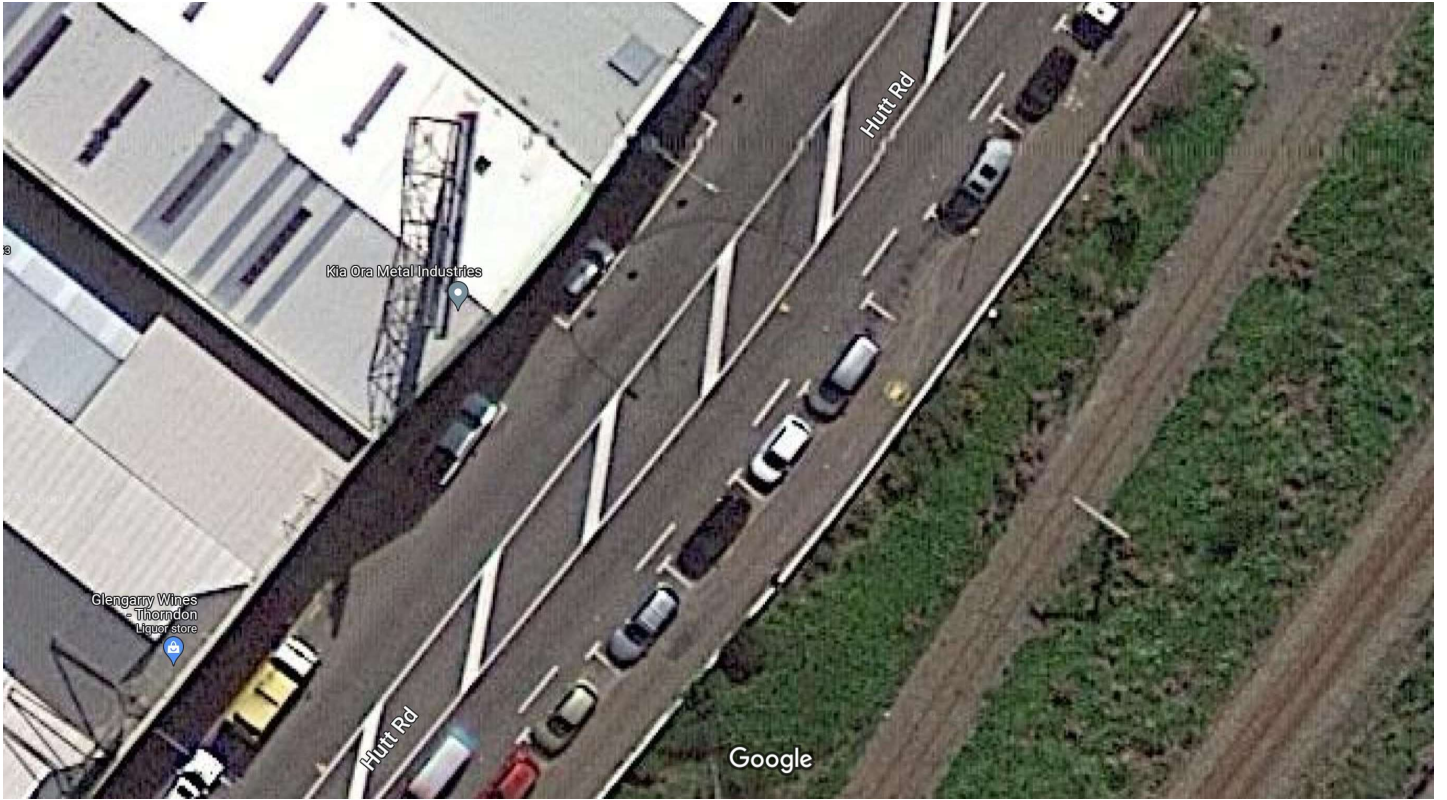
PROJECT NO.: 10523
TRAFFIC RESOLUTION SHEET NO.: 15 OF 20
DATE: 14/06/2023

We are proposing changes in your area

Traffic Resolution Plan: TR105-23 Brooklyn to City improvements



speedbump/informal crossing located to relate to main footpaths and park access













Seido Karate
0600 KARATE
www.seidokarate.co.nz

HEAVY VEHICLES
PLEASE NO
PARKING BEHIND
SIGN NEXT 10m



Residents' Safety and
access to essential services

**OHIRO ROAD BETWEEN CLEVELAND
ST AND BROOKLYN ROAD**

#1. RESIDENTS' SAFETY

- 148 to 182 Ohiro Road west-side there are **12-15 households without on-site parking**. Street parking outside their houses would be removed (20 parks). Note there are **more households** without onsite parking impacted by the plan
- **Current 20 metre walk to car becomes ~300 metres or more**



#1 point on Police site

Council assessed cycle and walker safety but NOT residents' safety in proposal option criteria

Council must provide a viable alternative safe, close, parking solution for residents before implementing a cycleway



- Council's own survey showed Helen St and Todman parking currently full. Av. 103% and 104% respectively
- Displacing **39 cars** will compound issue
- Crosses – random check available parking. Each **300-500m away** from Ohiro Road households without on-site parking who use parking on Ohiro Road.

ESSENTIAL SERVICES ACCESS severely compromised– trades, infrastructure, carers etc.

Council must provide a viable alternative safe, close, parking solution for residents and essential services before implementing a cycleway

Council must provide a viable alternative safe, close, parking solution for impacted residents & essential services before implementing a cycleway

An idea for alternative, safe parking:

- create enough dedicated Residents Angle Parking at **the bottom of Helen St** for each household in **148-158 Ohiro stretch (i.e. 10 households without onsite parking)**.
- provide a **loading zone park** with extended timeframe for essential services for these houses AND
- Ensure safety features such as **adequate lighting** to/from residents' parking



10 households:
148-158 Ohiro rd.

Helen st
Proposed
residential
angle
parking

- Provide a similar solution in Todman St for the residents at other end of this block of walk-on housing. Note, there may be other homes impacted that need solutions nearer Helen st which I am not aware of
- continue angle parking up Helen to create additional general capacity
- assess securing areas of land where parking can be created

Please note:

- if council change plans to a single side of Ohiro Rd for the cycleway please select the southbound east side as just 5 parks would be removed, so significantly fewer safety and convenience implications for residents.
- there are wider, safer streets to & through Brooklyn (that aren't a thoroughfare for trucks) than this stretch of Ohiro road, in which to establish a safe cycling plan
- I see a clearway has been proposed by some in submission, however this would not resolve the safe close parking issue for residents of this area

Brooklyn Connections

Aural Submission, 9th August 2023

Dear Brooklyn: pop-up goodness

by Sam Donald | May 25, 2020 | Uncategorized

Five temporary projects are proposed in Wellington for safer movement while social distancing suppresses bus capacity. Brooklyn local Sam Donald writes to his fellow Brooklynites...

Dear Brooklyn

Are you perhaps a regular or occasional cyclist? Or maybe a new lockdown-quiet-road-cyclist?

Perhaps you have members of your family and/or friends who are or may one day want to be cyclists, and you want to ensure their safety out there?

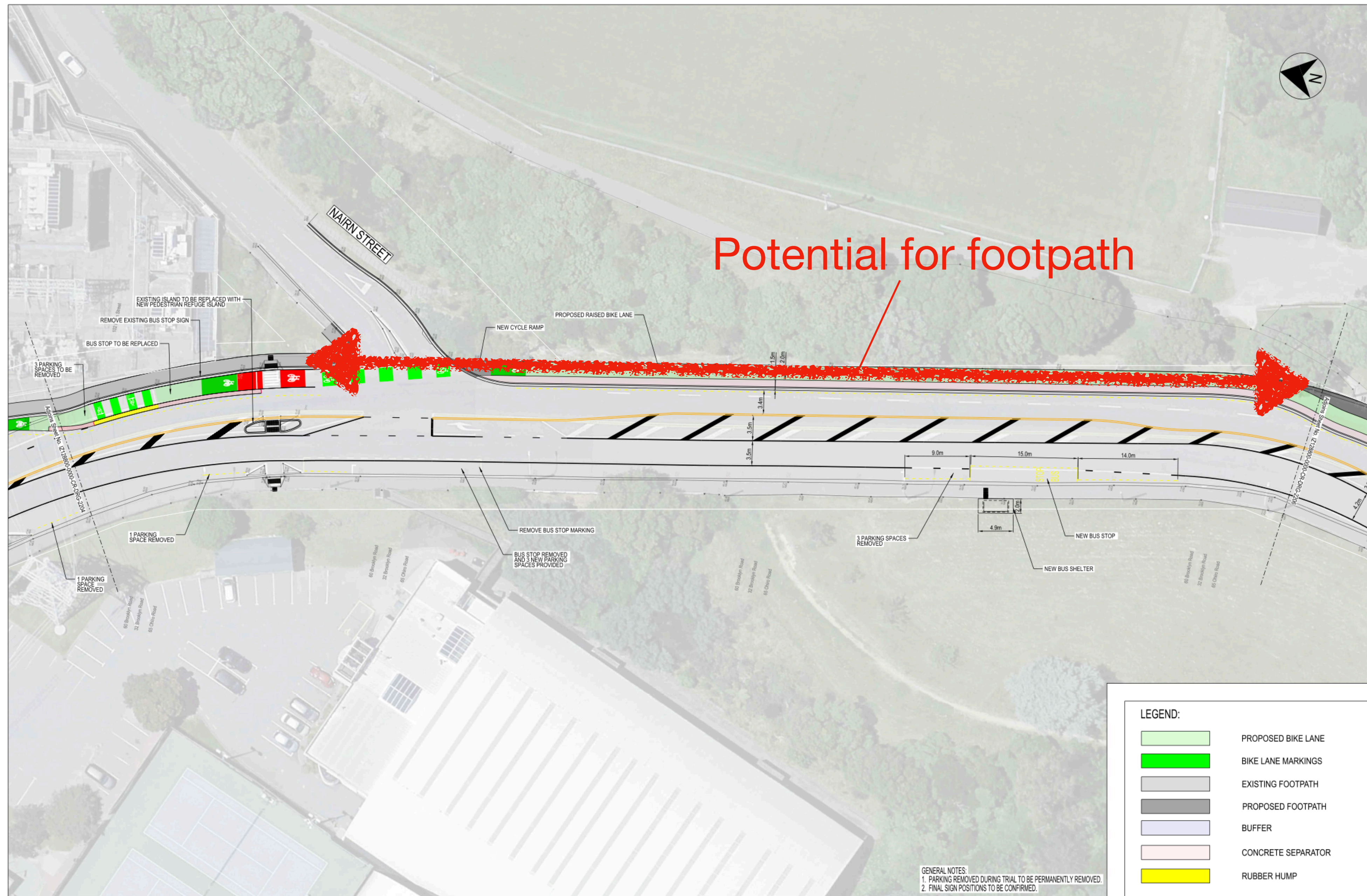
Or maybe you just recognise the planet's need for some changes in our transport behaviour?

Did you know that there is a pop-up [rori iti](#) / cycle lane proposed for Brooklyn Rd as part of the COVID-19 recovery planning?

The primary intention is to provide a safe, climate friendly and congestion-free alternative to buses running at 30% capacity due to social distancing requirements by making it safer and more inviting to cycle up Brooklyn Rd.

Even under normal conditions, our buses are often over capacity and Wellington's roads are often congested: a lot of the traffic on this route is heavy vehicles heading to the three landfill sites – not an ideal mix sharing a lane with little people on little bikes!





Potential for footpath

LEGEND:

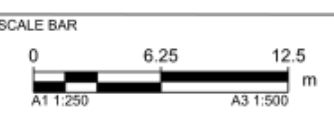
	PROPOSED BIKE LANE
	BIKE LANE MARKINGS
	EXISTING FOOTPATH
	PROPOSED FOOTPATH
	BUFFER
	CONCRETE SEPARATOR
	RUBBER HUMP

GENERAL NOTES:
 1. PARKING REMOVED DURING TRIAL TO BE PERMANENTLY REMOVED.
 2. FINAL SIGN POSITIONS TO BE CONFIRMED.

ORIGINAL SIZE A1 Plot By: SUBSERS \$DATES \$TIMES \$FILES\$

REV	DATE	REVISION DESCRIPTION
B	14/06/2023	UPDATED FOLLOWING WCC COMMENTS
A	05/04/2023	100% CONCEPT DESIGN

© Jacobs New Zealand Limited NZBN 8429637694685. No part of this document or the information it contains may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Jacobs New Zealand Limited.	
DRAWN G. KOTIAN	DRAWING CHECK S. INGAMELLS
DESIGNED I. ALINDADA	DESIGN REVIEW L. WILLIAMS
APPROVED S. CAGER	DATE 14/06/2023



KEY PLAN

PROJECT: BROOKLYN TO CITY IMPROVEMENTS

Absolutely Positively
Wellington City Council

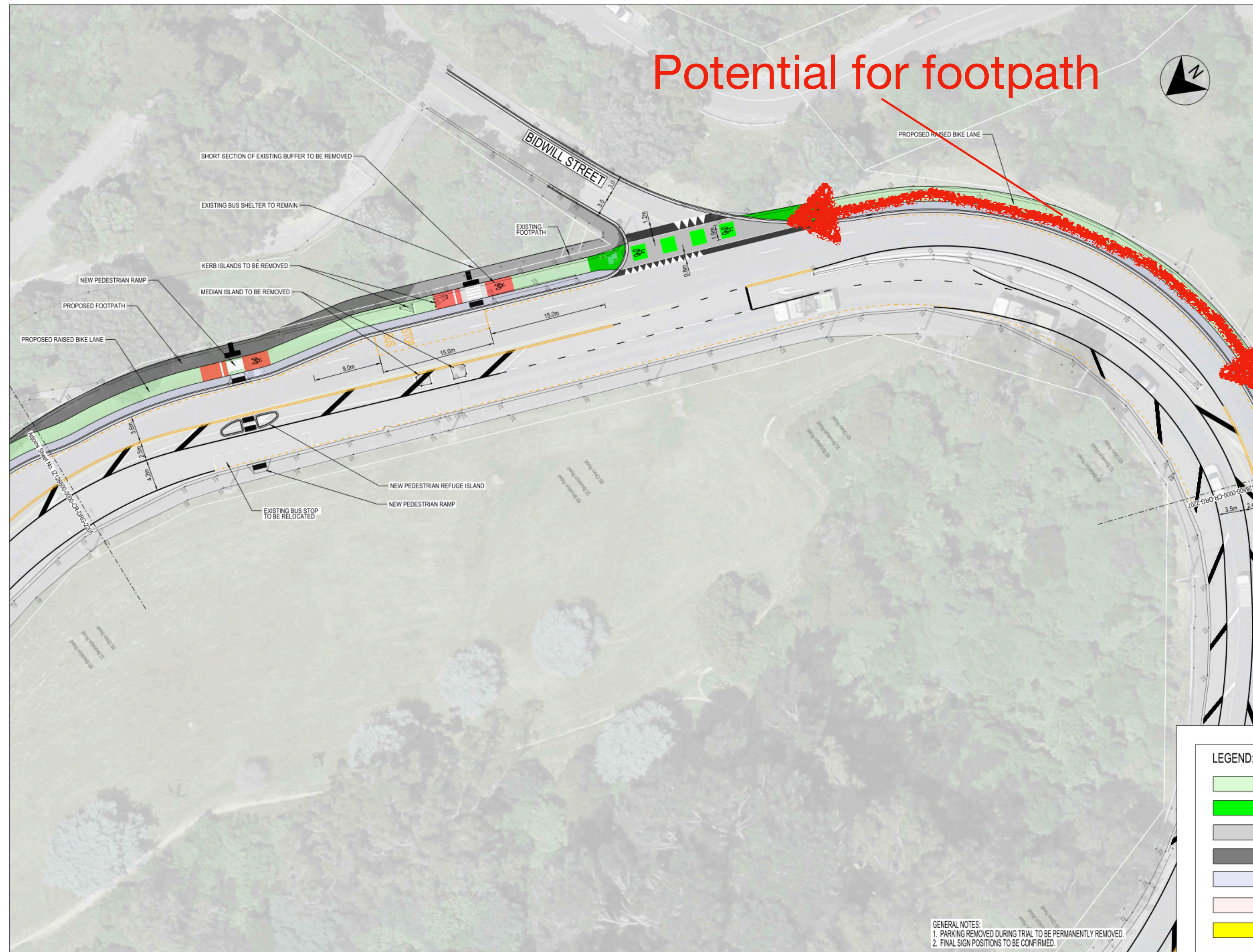
Me Heke Ki Pōneke

Jacobs

STATUS	CONCEPT
HORIZONTAL DATUM	HORIZONTAL DATUM
VERTICAL DATUM	VERTICAL DATUM
A1 SCALE	1:250
A3 SCALE	1:500

DISCIPLINE	CIVIL
TITLE	RAISED UPHILL BIKE LANE (AND OTHER SAFETY IMPROVEMENTS) GENERAL ARRANGEMENT - SHEET 4 OF 18
DRAWING NUMBER	IZ128800-0000-CR-DRG-2205
REVISION	B

Potential for footpath



GENERAL NOTES:
 1. PARKING REMOVED DURING TRIAL TO BE PERMANENTLY REMOVED.
 2. FINAL SIGN POSITIONS TO BE CONFIRMED.

LEGEND:	
	PROPOSED BIKE LANE
	BIKE LANE MARKINGS
	EXISTING FOOTPATH
	PROPOSED FOOTPATH
	BUFFER
	CONCRETE SEPARATOR
	RUBBER HUMP

ORIGINAL SIZE A1 PLOT BY: SUSIERS SDATES STIMES STIMES Filename: \$FILELESS

REV	DATE	REVISION DESCRIPTION
B	14/06/2023	UPDATED FOLLOWING WCC COMMENTS
A	05/04/2023	100% CONCEPT DESIGN

DRAWN	G. KOTIAN	DRAWING CHECK	S. INGAMELLS
DESIGNED	I. ALINDADA	DESIGN REVIEW	L. WILLIAMS
APPROVED	S. CAGER	DATE	14/06/2023



KEY PLAN	
© Jacobs New Zealand Limited NZBN 94290379046685. No part of this document or the information it contains may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Jacobs New Zealand Limited.	

PROJECT: BROOKLYN TO CITY IMPROVEMENTS

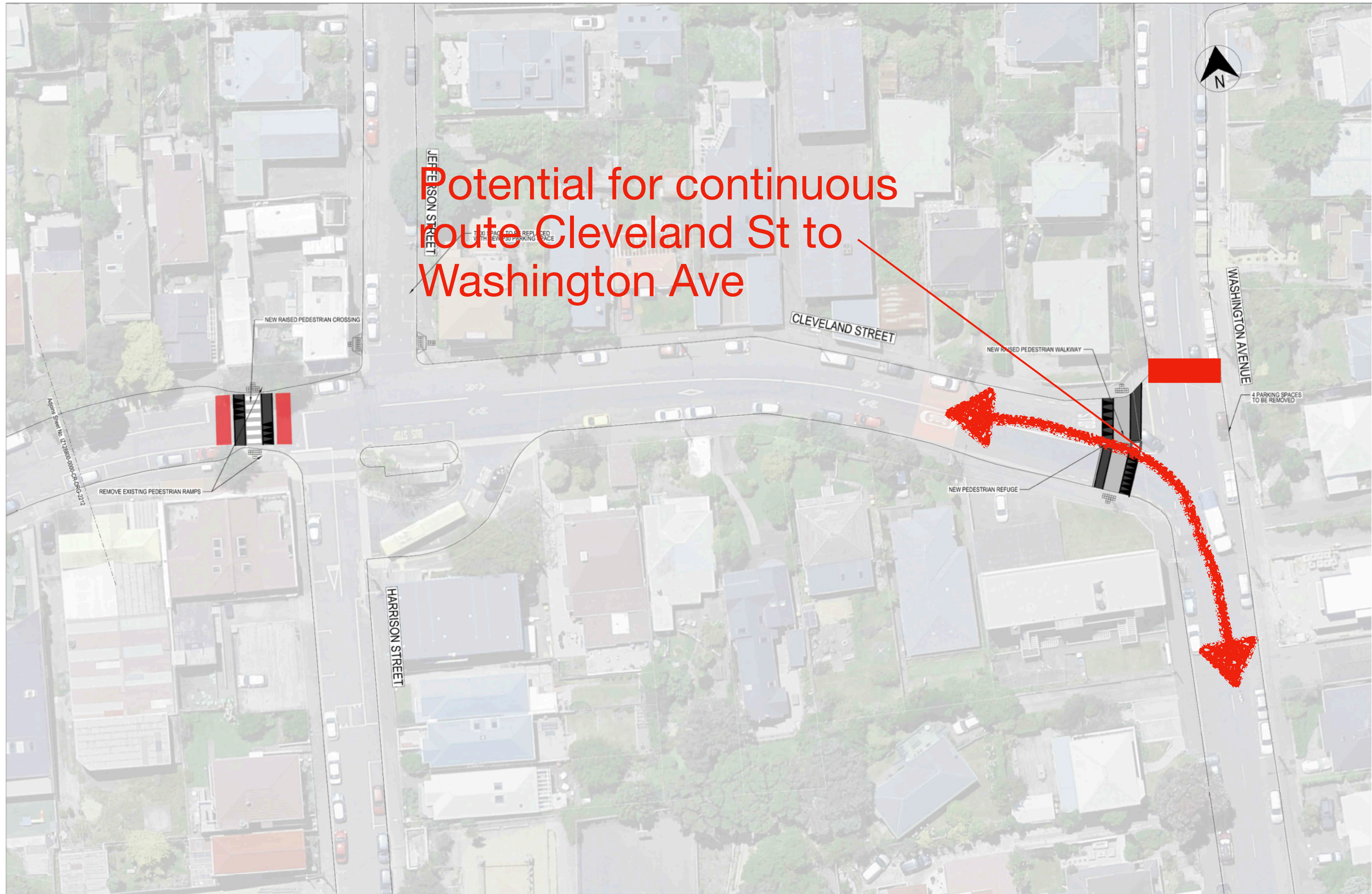
Absolutely Positively
Wellington City Council

Jacobs

Me Heke Ki Pōneke

STATUS	CONCEPT
HORIZONTAL DATUM	HORIZONTAL DATUM
VERTICAL DATUM	VERTICAL DATUM
A1 SCALE	1:250
A3 SCALE	1:500

DISCIPLINE	
CIVIL	
TITLE	
RAISED UPHILL BIKE LANE (AND OTHER SAFETY IMPROVEMENTS)	
GENERAL ARRANGEMENT - SHEET 5 OF 18	
DRAWING NUMBER	IZ128800-0000-CR-DRG-2206
REVISION	B



Potential for continuous route Cleveland St to Washington Ave

ORIGINAL SIZE A1 Plot By: SUBERS \$DATES \$TIMES \$FILES\$

REV	DATE	REVISION DESCRIPTION
B	14/06/2023	UPDATED FOLLOWING WCC COMMENTS
A	05/04/2023	100% CONCEPT DESIGN

© Jacobs New Zealand Limited NZBN 9429037904685. No part of this document or the information it contains may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Jacobs New Zealand Limited.	SCALE BAR 0 6.25 12.5 A1 1:250 A3 1:500 m	KEY PLAN
DRAWN G. KOTIAN	DRAWING CHECK S. INGAMELLS	
DESIGNED L. ALINDADA	DESIGN REVIEW L. WILLIAMS	
APPROVED S. CAGER	DATE 14/06/2023	

PROJECT	BROOKLYN TO CITY IMPROVEMENTS
STATUS	CONCEPT
HORIZONTAL DATUM	HORIZONTAL DATUM
VERTICAL DATUM	VERTICAL DATUM
A1 SCALE	1:250
A3 SCALE	1:500

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Jacobs

DISCIPLINE
CIVIL

TITLE
RAISED UPHILL BIKE LANE
(AND OTHER SAFETY IMPROVEMENTS)
GENERAL ARRANGEMENT - SHEET 12 OF 18

DRAWING NUMBER
IZ128800-0000-CR-DRG-2213

REVISION
B



SUBMISSION to BROOKLYN CONNECTIONS

WELLINGTON CITY COUNCIL AUGUST 9TH 2023

I will only be speaking about the parts of the plan that I have personal experience of i.e. the bottom of Brooklyn Road and Aro valley.

Crossings, bottom of Brooklyn Rd, Entrance to central Park, Bottom of Ohiro Rd.

Brooklyn Rd, opposite Pukehina flats.

Improvement in this crossing is long overdue. Personally I'd like to see crossing lights here, synchronised with the Webb St lights – but I can imagine the uproar from drivers if the council did that! In the current situation it's very scary getting stuck on the island between two convoys of heavy trucks moving in opposite directions. The pedestrian island here frequently gets the directional arrow signs knocked off it by passing traffic, and is no protection at all. My flat overlooks this crossing and I use it frequently myself. I'm always scared that I will see one of those frail elderly people who shuffle across the road with their walking sticks, crutches, or even on walking frames, and often without looking, run over. And if the Webb St traffic lights change when a bus is coming I will miss it because it has gone before I can safely cross the road.

Brooklyn Rd, opposite the entrance to Central Park.

A safe pedestrian crossing is essential outside a large park, especially when it has a children's playground in it. The bus stops that serve the park entrance also serve one of the most densely populated areas of Wellington, with many of the occupants of the Council flats there being disabled, sight impaired, or frail elderly. They need safe access to public transport.

Bottom of Ohiro Road

Creating a proper crossing at the bottom of Ohiro Road is also long overdue. The small shopping centre and coffee bars in Aro valley service quite a large area, and I often see people with walking frames or a blind cane that I know come from Central Park flats there. The Ohiro Road crossing is a T intersection which makes it hard to cross there with cars coming from three directions, one of them always behind the pedestrian. I know I'm going to be slow walking across the road and can't speed up to take evasive action. Whichever way I cross, there are cars coming from behind, which is increasingly dangerous because of the proliferation of silent e-vehicles that can't be heard, and can't be seen either because you can't look left, right, and backwards all at once.

Bus stop changes

As I understand the map provided by the council, there is a proposal to remove two fairly close bus stops on the upper part of the Brooklyn Rd hill and build a new bus stop halfway between them.

This may seem logical if you are looking at a perfectly flat Google map. But it does not take any account of why the bus stops were put where they are in the first place, where the density of the population is, or the steepness of the hill. It might not seem like a long distance to the next stop to an able-bodied planner, but if you have arthritic knees climbing up the hill is painful and going down it is a health and safety hazard because of the danger of trips and falls.

Removing the bus stops outside Berkely Dallard Flats and the entrance to Central Park, or moving them further up the hill, which gets steeper at that point, ends up eliminating all public transport availability for many of the mobility compromised and vision impaired people at the Central Park /

Berkeley Dallard complex. These are the people for whom the bus stop was put there in the first place, according to long-term residents in the complex. Also it does not make sense to move the bus to the Central Park entrance away from its entrance.

Now I'm going to say a word that, in Wellington, is guaranteed to bring all the naysayers and NIMBYs crawling out of the woodwork, closely followed by the howlers, whingers and whiners.

Bicycle

I'll admit some bias here, because the record for car drivers trying to knock me off my bike is three times in just over a kilometre on wide, straight suburban roads in broad daylight. (Cameron Road and Clyde street in Hamilton East.) And I am very much in favour of my grandchildren being able to ride to school and home again safely, wherever it is that they start school, without the danger of being hit by some inattentive car driver. Also, it's no use complaining about how our teenagers sit behind a computer playing computer games if it isn't safe for them to ride a couple of kilometres to a friend's house to play, like my generation did.

Safety for cyclists and riders of small e-vehicles

I have seen an increasing number of cargo bikes and micro-e-vehicles using the cycle lane since it was established. It has also become more popular for scooters to use it instead of whizzing silently up behind me on the footpath. I've also seen a bike on it at 2.30am. Among other, more unusual sights have been a guy on an e-wheel – one of those vehicles that have a wheel and a platform on each side for the rider to stand on – and a very large red SUV carefully attempting to negotiate between the footpath and the Legoland rubber barrier between the cycle lane and the road. Admittedly, he was lost. He had already asked me for directions to 19 Brooklyn Rd, which doesn't exist.

One extreme danger spot on this route which doesn't appear to have been remedied is upper Willis St, between Webb St and the beginning of the cycle lane. To be effective and safe for all concerned, cycle lanes need to be continuous, and not outside standing traffic or parked vehicles. When riding a bike, it is not possible to suddenly evaporate because of a gap like this and re-materialise when the cycle lane starts again. I have been inside a bus standing at the Webb St bus stop when it was hit near the driver's seat by a truck coming around the corner from Webb St. What if the cargo bike with the small child on the back that I often see going down the hill, was on the way back up it at that point?

Safety on footpaths up Brooklyn Hill on both sides of the road

Having a permanent cycle lane makes it much safer for cyclists, small e-vehicles, and pedestrians on the footpath, which is where many of them were when it wasn't safe to ride on the road weaving between all the big trucks with their limited visibility of smaller objects in their immediate environment.

In Conclusion

A permanent cycle lane will be safer for cyclists because they won't have to go back to dodging between heavy trucks, double-decker busses and impatient car drivers. It will also be safer for motorised vehicles because the bigger ones tend to have limited visibility for objects in their immediate collision zone. It will also be safer for pedestrians because many cyclists were going up the footpath before the cycle lane was put in. And many of those pedestrians, especially at the bottom of Brooklyn Rd, are sight impaired, elderly or disabled.