
ORDINARY MEETING
OF
WELLINGTON CITY COUNCIL
MINUTES

Time: 9:30am
Date: Wednesday, 15 December 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Mayor Foster (Chair)
Deputy Mayor Free (Deputy Chair)
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul (via audiovisual link)
Councillor Rush
Councillor Woolf
Councillor Young

TABLE OF CONTENTS
15 DECEMBER 2021

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Announcements by the Mayor	5
1.4 Conflict of Interest Declarations	9
1.5 Confirmation of Minutes	9
1.6 Items not on the Agenda	9
1.7 Public Participation	9

2. Petitions	10
2.1 Petition on Thorndon Quay Parking	10
3. General Business	12
3.1 The Gifting of the name Te Aro Mahana	12
3.2 Tākina - Exhibitions	13
3.3 City Recovery Fund 2020/21	14
3.4 2022 Oral Submission Processes	15
3.5 Proposal to Stop Paper Road Adjoining 529 Takapu Road and Belmont Regional Park	16
3.6 Three Waters Reform - Economic Regulation Submission	7
3.7 Actions Tracking	18
3.8 Forward Programme	18
4. Committee Reports	19
4.1 Report of the Kāwai Whakatipu Grants Subcommittee Meeting of 1 December 2021	19
Review of the Built Heritage Incentive Fund: Proposed Heritage Resilience and Regeneration Fund	
4.2 Report of the Pūroro Hātepe Regulatory Processes Committee Meeting of 8 December 2021	20
Proposed Road Stopping – Land Adjoining 26 Northland Road, Northland	
4.3 Report of the Pūroro Waihanga Infrastructure Committee Meeting of 9 December 2021	21
Water services bylaw - minor amendment	
5. Public Excluded	22
5.1 Appointments To Council Controlled Organisations	22
5.2 Update on parking activity	22

1 Meeting Conduct

1.1 Karakia

The Chairperson opened the meeting at 9:30am with the following karakia.

Whakatata te hau ki te uru,	Cease oh winds of the west
Whakatata te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

1.2 Apologies

Moved Mayor Foster, seconded Councillor Pannett, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Accept the apologies received from Deputy Mayor Free and Councillor Paul for early departure.

Carried

Secretarial note: Manjit Grewal and David Zwartz blessed the meeting.

1.3 Announcements by the Mayor

The Mayor made the following announcements:

“Can I start by saying, Councillors, and Officers, thank you very much. I think we started in a fairly challenging place at the beginning of the year and we end in a fairly good place. I think that we’ve achieved an enormous amount – I know most of you have said ‘crikey, we’re busy!’ – I know officers have said the same, I know the community has reflected the same as well. Both in terms of the number of issues that people had responded to in terms of making submissions. You’ll recall our Advisory Groups all coming to us and saying ‘Gosh, we were really busy too, because you were busy’. And we’ve been busy because we’ve been getting stuff done for our city. So thank you all for what’s been a very productive twelve months, and I wish you all a very happy, safe, restful and reinvigorating Christmas, as next year’s going to be quite busy as well - we know that, and one of the papers is reflecting on that today.

It’s been a year of many challenges – the other part of this of course is that we’ve been doing all of this busy mahi at a time where there’s been a global pandemic. And we thought, at the end of 2020, “Bring on 2021, because it will be different,” and it’s kind of been differently the same, more challenges and we’re going to see some more challenges I’m sure in 2022 as we open up to the rest of New Zealand and the rest of the world.

Despite these constraints we’ve managed to hold a fantastic events programme – obviously we’ve lost some, particularly at the end of the year, but I think we still say that we’ve held the world’s biggest street parties in CubaDupa and Newtown Festival, and people have enjoyed

a really fantastic events programme in our city.

We were also fortunate to have hosted the biggest A-league game out of the finals in the entire season, the one game we got the Phoenix back, so that was fantastic, great atmosphere there, and I've got to say well done to the team last night on winning a round of last sixteen in the FFA Cup.

Events had to keep on changing and pivoting – this is Downtown Shakedown at Waitangi Park and of course that was an extra event, essentially because originally we would have had Homegrown. A spectacularly successful event at Waitangi Park.

Safety in the central city became a major issue in 2021 and we moved at speed to address these concerns. We have the Pōneke Promise which is a partnership of a whole range of different organisations – everyone is doing their part, we're adding more organisations, in fact we've just reached out to Victoria University and DCM has come on board as well. And we've already made some significant changes in terms of lighting, CCTV cameras have been upgraded, we've opened Te Wāhi Awhina, we've consulted on the Youth Hub. There's a community hub to come as well so we're looking forward to those, to moving the toilets and to refreshing Te Aro Park. A lot of great work being done by a lot of people, being led by the Council.

The pandemic brought financial hardship to many. What I did want to reflect on was the fantastic work that is being done by the Council - as part of our response in lockdown, Council supported by many community welfare agencies across the city, provided almost 16 tonnes of food to 59 groups. That's almost 46,000 meals. And I actually had a lovely call this morning from Gary Sutton from the Soup Kitchen, to thank us collectively for the work we're doing, to say keep it up and thanks for your support.

Hosing is a real issue in the city and this year we opened first the Te Kainga accommodation units, and we've got in the next year up to about 400 dwellings, and in the next five years we've targeted a thousand dwellings. They are great, new - genuinely new accommodation spaces for our people.

We're an inclusive, vibrant city. Some of us were up there when we turned the lights on for Light Up Our Lives to say we stand behind our Transgender community. We've had our Interfaith Council to speak to us today as well. This is about us saying we're a place where everybody belongs, and everyone should be able to stand and be who they want to be.

We're also making tracks on some big development projects – you'll all recognise this one, it's confirmed as the home of the School of Music, which is a fantastic collaboration between Victoria University and the NZSO, and will bring real life to the future of Te Ngākau Civic Square.

And speaking of such, Sarah and I had the privilege of having a look at a part of the Town Hall and the work that's being done there the other day. And you can see it's just a forest of scaffolding in some places and reinforcing in others. A huge amount of work being done, a great piece of work with Naylor Love, our project management team; a lot of innovation and creativity – it is going well and we're looking forward to having the Town Hall back in a couple years' time.

Other buildings coming back as well – the St James Theatre, another tricky project, discovering things that weren't expected behind the walls, COVID disruptions again there, but we are looking forward to opening the St James in May of next year.

We're also investing in the city's core infrastructure. This is the new rising main which will provide extra resilience up Whitmore and Bowen Streets, and it's interesting when you look below the surface how complicated some of these things are. And it's interesting in particular when some people say we should pull up the old tracks the trams used to run on – the tracks are a good 18 inches two feet below the surface, so good luck ever getting those out of the ground. But complicated work, and Wellington Water and contractors are doing a fantastic job there.

And likewise, the great work which was done on Jervois Quay – something that could have taken a long time and caused a lot of disruption – was well-planned, and in a weekend, in fact 24 hours early, they got the main work done so traffic and people could move through that area. So Wellington Water again doing a great job.

And here's another shout out to Wellington Water – the progress on Ōmāroro, again that is going very well, and looking forward to going up and seeing that shortly – the biggest reservoir the city has ever built.

We're not stopping there with infrastructure, submissions have just closed for the three things tying transport and urban development together: Let's Get Wellington Moving – Mass Rapid Transit, our new District Plan, and Paneke Pōneke – the Bike Network Plan. It's about us being a city with the housing we need, the transport we need to be more sustainable.

For Let's Get Wellington Moving, it's really great to finally put some real plans and pictures in front of people of what it will look like. The biggest feedback we've got is, "Can you do it faster?" so we're working on that.

Our new District Plan, we're looking forward to hearing submissions on that, as the next step before we do a statutory District Plan, to provide for the extra housing, to provide for the extra non-residential activity and to provide for protecting the things that we value in our city.

Our bike network plan – 147 kilometres of cycleways, the big picture cycleway plan, that we have also been engaging on.

Now, our harbour is the perfect place to celebrate Matariki, and some of the beautiful sights and sounds of celebration – lighting up the waterfront and drawing crowds down. And while we won't be able to do it New Year's, hopefully we'll be able to do it at Matariki – two tonnes of fireworks creating 3,000 effects above Wellington in 10 minutes in a performance. And also in that same month (Councillor Day big shout out to you), that is that month that Council agreed to welcome mana whenua representatives to our Council table. We've got Liz from Ngāti Toa Rangatira and looking forward to having a representative each from Taranaki Whānui. We also agreed that we would have a Māori ward as part of the next Council.

In 2021 the Economist ranked Wellington City as number one in the world for environmental security. That's a reflection of place like Zealandia, our urban renewal programmes, Town Belt and Outer Green Belt developments, Ōtari Wilton Bush, and the huge involvement of our community in environmental restoration and predator-free work.

Zealandia of course also went through a world-leading piece of work in lowering the lake and removing all the pest fish. That's the biggest scale it's ever been done in New Zealand and it looks like it's been spectacularly successful – another feather in the cap for the Zealandia team.

Despite the constraints of the pandemic the economy maintained services and growth.

Tākina is going really well, it is looking fantastic, really looking forward to having it on stream, we've already got 40 multi-day conventions booked in for post-opening and of course we've got a paper today about how we manage exhibitions which I think will be really exciting. And of course this year we also did the deal with Te Papa and WellingtonNZ for the promotion and operation – a great partnership going forward, and that's what this is all about – partnerships.

It was a year of international milestones. We signed up to the Milan Urban Food Pact, we're about 212th in the world. This is about making sure we reduce the amount of food waste and having more food grown locally – all part of our commitment to having a circular economy. We also made big progress on moving towards sludge treatment and in moving towards the residual waste and waste minimisation at the same time. A tribute to Councillor Foon for her enthusiasm in that area.

Travel restrictions did not stop international dialogue – this was representing the city at the Asia Pacific Cities Summit in Brisbane, except not in Brisbane. It's all very well to do these things virtually but you don't get half of what you could out them by being on Zoom, and we did reflect that back. It's not their fault but it's just how these things work – there were an lot of engagement with a number of our sister cities and with Taipei on several occasions over the year.

Part of that international connection is our entry in the Bloomberg Mayoral Challenge – we're a finalist there and we're waiting for the results for that, here's hoping that we become one of the 13 which are selected at the end. But regardless of what happens a big shout out to Sean Audain, for the fantastic work that he has done in putting this together.

And this in particular is the Digital Twin of Wellington, a really powerful tool to allow people to see what's going on in our city and for us to be able to be able to show it and envisage that. Pōneke Promise is also shown in that so you can go online and see everything that going on in the Pōneke promise area. A great tool for the future.

We also have a very strong focus on social housing, and making sure that our social housing portfolio is sustainable. That's an ongoing piece of work with the government into the new year.

People don't do things in our city to get a pat on the back, but it's really nice to give people a pat on the back from time to time. That's what the Absolutely Positively Wellingtonian Awards are all about and here are some of our award winners who we celebrated earlier this year at Te Papa.

We also do it for our younger people – this is at Scot's College last week. Our young people are nominated by their colleges, and these three young men; Liam, Ben and Lachy; created a working prosthetic arm for a three year old. That is quite awesome, and if we've got young people with that creativity and passion for service for our community, we're in a very good place going forward.

Speaking of community, what a great example was Super Shot Saturday. It was a spectacular display of a community getting together to say, "We are going to do things together, and we're going to encourage people to get vaccinated," and Wellington City – big pat on the back to everybody – at least in the last numbers that I saw, Wellington was number one in the country as a TLA area. So hat's off to every single Wellingtonian for your efforts in getting vaccinated and to all the people doing the vaccinations, and all the people who in their communities encouraged this and did events around this.

Finally, some of the other things that we did this year – we adopted a new Arts, Culture and Creativity Strategy Aho-Tini, a very collaborative process, it was fabulous to have 45 of our arts and culture leaders around the table virtually saying, ‘Thank you for your mahi in terms of doing this co-creation with us’. We also adopted the Strategy for Children and Young People, we’re working on the Economic Strategy as well, so we’re doing some good things in this space.

To all of you again, there are more things I could have added to that, but we’ve achieved an enormous amount this year, Councillors and officers. Thank you all, thank you to the community who has participated as well, and I wish everyone again a happy, afe refreshing relaxing Christmas and New Year, and we look forward to 2022.

Kia ora.”

Attachments

1 Mayoral Announcement slides

1. 4 Conflict of Interest Declarations

No conflicts of interest were declared.

1. 5 Confirmation of Minutes

Moved Mayor Foster, seconded Deputy Mayor Free, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Approve the minutes of the Ordinary Te Kaunihera o Pōneke | Council Meeting held on 25 November 2021, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1. 6 Items not on the Agenda

There were no items not on the agenda.

1. 7 Public Participation

1.7.1 Cycling Action Network

On behalf of Cycling Action Network, Patrick Morgan spoke to item 2.1 Petition on Thorndon Quay Parking.

Attachments

1 Cycling Action Network Image

The meeting adjourned at 10:32am and reconvened at 11:00am with all members present.

2. Petitions

2.1 Petition on Thorndon Quay Parking

Moved Mayor Foster, seconded Councillor Condie, the following motion

Recommendation

That Te Kaunihera o Pōneke | Council:

1. Receive the information.
- ~~2. Agree that no further action needs to be taken at this time.~~
2. **Note that there will be significant further engagement associated with Let's Get Wellington Moving planning for Hutt Road and Thorndon Quay.**
3. **Note that if businesses bring a Request for Action on the need for additional time restrictions, loading zones or mobility parking that staff will process that request through a traffic resolution process now that the parking changes have been in place for several months.**

Secretarial note: Mayor Foster moved the original motion with amendments, supported by officers, as marked in red.

Moved Councillor Calvert, seconded Councillor Young, the following amendment

Resolved

4. Agree that officers will commission an independent review of Thorndon Quay parking utilisation rates; pedestrian traffic and the social, economic and safety impact that the removal of 145 parks has and will have on Thorndon Quay.
5. Agree that officers will ensure LGWM engage comprehensively, and prior to any formal consultation, with local stakeholders regarding the proposed re-development of Thorndon Quay roading infrastructure and placemaking focused and balanced on the social, economic and safety interests of the Thorndon Quay community (including businesses, residents and customers).

Lost

Secretarial note: The amendment was decided part by part, divisions for which were as follows:

Clause 4:

For:

Councillor Calvert, Councillor Woolf, Councillor Young

Against:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush

Majority Vote: 3:11

Lost

Clause 5:

For:

Mayor Foster, Councillor Calvert, Councillor Fitzsimons, Councillor Foon, Councillor Pannett, Councillor Woolf, Councillor Young

Against:

Councillor Condie, Councillor Day, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Paul, Councillor Rush

Majority Vote: 7:7

Equal

Secretarial note: The vote being tied, the chairperson applied their casting vote against the amendment.

The amendment was **lost** by 8 to 7 votes.

Moved Mayor Foster, seconded Councillor Condie, the following substantive motion

Resolved

1. Receive the information.
2. ~~Agree that no further action needs to be taken at this time.~~
2. Note that there will be significant further engagement associated with Let's Get Wellington Moving planning for Hutt Road and Thorndon Quay.
3. Note that if businesses bring a Request for Action on the need for additional time restrictions, loading zones or mobility parking that staff will process that request through a traffic resolution process now that the parking changes have been in place for several months.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf, Councillor Young

Majority Vote: 14:0

Carried

Attachments

- 1 Thorndon Quay Collective Presentation
- 2 Thorndon Quay Collective Draft Terms of Reference

(Deputy Mayor Free left the meeting at 11:33am.)

3. General Business

3.1 The Gifting of the name Te Aro Mahana

Moved Councillor Day, seconded Councillor Young, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information
- 2) Agree to formally recognise the gift of the name Te Aro Mahana for the new play area within Frank Kitts Park and accordingly name the newly developed play area Te Aro Mahana.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Deputy Mayor Free (Deputy Chair)

Majority Vote: 13:0

Carried

Secretarial note: Representing Taranaki Whānui, Lesley Brown spoke to the Council about the name Te Aro Mahana.

(Councillor Paul left meeting at 11:39am.)

3.2 **Tākina** - Exhibitions

Moved Mayor Foster, seconded Councillor Calvert, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information
- 2) Agree to the establishment of a Tākina Exhibition Panel as set out in this paper for the approval of large public exhibitions.
- 3) Agree to use the City Growth Fund Reserve to manage the financial risks associated with Tākina Exhibitions as set out in this paper.
- 4) Note that there will be a close out report for each Tākina exhibition and this will be reported back to Council as part of the Quarterly Report.
- 5) **Agree that Council maintain an ongoing record of the financial outcomes from the exhibitions.**

Carried

Secretarial note: Mayor Foster moved the original motion with amendments, supported by officers, as marked in red.

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Deputy Mayor Free (Deputy Chair), Councillor Paul

Majority Vote: 12:0

Carried

3.3 City Recovery Fund 2020/21

Moved Mayor Foster, seconded Councillor Foon, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information.
- 2) Agree that the City Growth Fund (including all CGF Reserve funding) maintains the ability to respond to pandemic initiatives from 1 July 2021, and that the decision making delegations of the City Recovery Fund continue to apply to the City Growth fund (to be able to respond in a fast changing environment and continue to support our impacted sectors).

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Deputy Mayor Free (Deputy Chair), Councillor Paul

Majority Vote: 12:0

Carried

3.4 2022 Oral Submission Processes

Moved Mayor Foster, seconded Councillor Day, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Establish the Traffic Resolutions Hearings Panel, with the delegation to hear oral submissions on the Island Bay Cycleway; and Cobham Drive Speed Limit, ~~Thorndon Quay / Hutt Road, and Golden Mile Traffic Resolutions.~~
3. Appoint ~~members~~ Councillors Rush, Woolf, Condie, Matthews, Fitzsimons, Pannett and Deputy Mayor Free to be on the Traffic Resolutions Hearings Panel.
4. Appoint a **Councillor Condie as chair and Deputy Mayor Free as Deputy Chair** of the Traffic Resolutions Hearings Panel.
5. Establish the Community Hearings Panel, with the delegation to hear oral submissions on the Trading and Events in Public Places Policy, Verandahs Bylaw, Mountain Bike Tracks Mount Victoria, Economic Wellbeing Strategy, and Heritage Strategy.
6. Appoint ~~members~~ **Councillors Calvert, Young, O'Neill, Paul, Day, Foon and Mayor Foster** to be on the Community Hearings Panel.
7. Appoint a **Councillor Day as chair and Mayor Foster as Deputy Chair** of the Community Hearings Panel.
8. Endorse a multiple stream approach for all oral submissions on the Annual Plan / Long-term Plan Amendment, Draft District Plan, and Cycleways Master Plan.
9. Agree that the Pūroro Āmua | Planning & Environment Committee meeting scheduled for 10 February 2022 only be used for hearing oral submissions.
10. Agree to cancel the Pūroro Tahua | Finance & Performance Committee meeting on 21 April 2022 and the Pūroro Waihanga | Infrastructure Committee meeting on 18 May 2022.
11. Agree to reschedule the Pūroro Hātepe | Regulatory Processes Committee meeting on 11 May 2022 to 4 May 2022.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Deputy Mayor Free (Deputy Chair), Councillor Paul

Majority Vote: 12:0

Carried

3.5 Proposal to Stop Paper Road Adjoining 529 Takapu Road and Belmont Regional Park

Moved Councillor O'Neill, seconded Councillor Woolf, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information
- 2) Declare that approximately 2.1809(ha) of unformed legal road land (the Land) adjoining 529 Takapu Road, Takapu Valley (being Section 3 SO 368657, Lot 2 DP 66905 and Part Sections 28-30 Horokiwi Road District and held on ROTs 785497 and 232279 - Belmont Regional Park) and 530 Takapu Road, Takapu Valley (being Lots 1 DP 66905 and held on ROT WN41A/665) is not required by Council for a public work and is surplus to Council requirements.
- 3) Agree, pursuant to the Public Works Act 1981 (PWA), to consent to the road stopping and vesting of the Land in the Crown for recreation reserve (Belmont Regional Park) and amalgamation with ROT 232279.
- 4) Delegate to the Chief Executive Officer all powers necessary to conclude this transaction including all legislative matters, negotiating any terms, imposing any reasonable covenants, and anything else deemed necessary.
- 5) Note that the necessary service authority easements needed for the Greater Wellington Regional Council mains water supply pipe; the Wellington Electricity Lines Limited underground electricity cable and Transpower underground fibre optic cable will all be created as part of this process.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Deputy Mayor Free (Deputy Chair), Councillor Paul

Majority Vote: 12:0

Carried

(Councillor Woolf left the meeting at 12:24pm and returned to the meeting at 12:27pm.)

(Councillor Matthews left the meeting at 12:27pm and returned to the meeting at 12:29pm.)

(Deputy Mayor Free returned to the meeting at 12:29pm and left the meeting at 12:29pm.)

The meeting adjourned for lunch at 12:31pm and reconvened at 1:30pm with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Mayor Foster, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush and Councillor Woolf.

(Councillor Young returned to the meeting at 1:31pm.)

3.6 Three Waters Reform - Economic Regulation Submission

Moved Councillor Rush, seconded Councillor Condie, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Approve the joint submission, from nine Councils within the Wellington region, to the Ministry of Business, Innovation and Employment's discussion paper on Economic Regulation and Consumer Protection for Three Waters Services in New Zealand.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Deputy Mayor Free (Deputy Chair), Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Rush, Councillor Woolf, Councillor Young

Against:

Councillor Pannett

Absent:

Councillor Paul

Majority Vote: 12:1

Carried

3.7 Actions Tracking

Moved Deputy Mayor Free, seconded Councillor Young, the following motion

Resolved

That the Te Kaunihera o Pōneke | Council:

1. Receive the information.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Councillor Pannett, Councillor Paul

Majority Vote: 12:0

Carried

3.8 Forward Programme

Moved Mayor Foster, seconded Councillor Condie, the following motion

Resolved

That the Te Kaunihera o Pōneke | Council:

1. Receive the information.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Councillor Pannett, Councillor Paul

Majority Vote: 12:0

Carried

4. Committee Reports

4.1 **Report of the Kāwai Whakatipu | Grants Subcommittee Meeting of 1** December 2021 Review of the Built Heritage Incentive Fund: Proposed Heritage Resilience and Regeneration Fund

Moved Councillor Fitzsimons, seconded Councillor O'Neill, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Agree to disestablish the *Built Heritage Incentive Fund* from 1 July 2022
2. Agree to establish the Heritage Resilience and Regeneration Fund from 1 July 2022
3. Approve the new purpose, criteria and administrative process for the Heritage Resilience and Regeneration Fund set out in Attachment 1, with the additional requirement that officers report to the Kāwai Whakatipu | Grants Subcommittee twice yearly.
4. Agree that:
 - i. Grants under \$100k be approved by the relevant Business Unit Manager, and
 - ii. Grants over \$100k are recommended by the Kāwai Whakatipu | Grants Subcommittee and approved by the Pūroro Āmua | Planning and Environment Committee
5. **Agree to amend the criteria to note that owners must also meet the requirements under the Building Act.**

Carried

Secretarial note: Councillor Fitzsimons moved the original motion with amendments, supported by officers, as marked in red.

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Councillor Paul

Majority Vote: 13:0

Carried

4.2 **Report of the Pūroro Hātepe | Regulatory Processes Committee Meeting**
of 8 December 2021
Proposed Road Stopping – Land Adjoining 26 Northland Road, Northland

Moved Councillor O'Neill, seconded Councillor Woolf, the following motion

Resolved

That Te Kaunihera o Pōneke:

1. Declare the approximately 136m² (subject to survey) of unformed legal road land in Governor Road (the Land), adjoining 26 Northland Road, Northland (being Part Lot 282 DP 1087 held on ROT WNC2/514, is not required for a public work and is surplus to Council's operational requirements.
2. Agree to dispose of the Land.
3. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping, the disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Councillor Paul

Majority Vote: 13:0

Carried

4.3 **Report of the Pūroro Waihanga | Infrastructure Committee Meeting of 9**
December 2021
Water services bylaw - minor amendment

Moved Councillor Rush, seconded Councillor Condie, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Resolve, pursuant to Local Government Act 2002 (section 156 (2)(a) refers), to amend the Consolidated Bylaw 2008 Part 8 Water Services to remove this content:
 - a. Unless revoked or reviewed sooner, it [the bylaw] shall be reviewed no later than 1 July 2022. If not reviewed by 29 August 2022 this bylaw is revoked on 30 August 2022.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Councillor Paul

Majority Vote: 13:0

Carried

5. Public Excluded

Moved Mayor Foster, seconded Deputy Mayor Free, the following motion

Resolved

That Te Kaunihera o Pōneke | Council:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
5.1 Appointments To Council Controlled Organisations	7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
5.2 Update on parking activity	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.

Carried

A division was required under Standing Order 27.6(d), voting on which was as follows:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free (Deputy Chair), Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

Absent:

Councillor Paul

Majority Vote: 13:0

Carried

The meeting went into public-excluded session at 1:44pm.

The meeting returned from public-excluded session and concluded at 2:27pm 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
WELLINGTON CITY COUNCIL
MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Wednesday, 15 December 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

Business

Page No.

Announcements by the Mayor

- | | |
|--------------------------------|---|
| 1. Mayoral Announcement slides | 2 |
|--------------------------------|---|

Announcements by the Mayor

- | | |
|---------------------------------|----|
| 1. Cycling Action Network Image | 39 |
|---------------------------------|----|

2.1 Petition on Thorndon Quay Parking

- | | |
|--|----|
| 1. Thorndon Quay Collective Presentation | 41 |
| 2. Thorndon Quay Collective Draft Terms of Reference | 53 |



Wellington 2021







11
NCR
11

TAYLOR
27
sky sport

PAYNE
6
sky sport

WAINES
18
sky sport

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8
sky sport

10
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CUSTOMER EXPERIENCE

oppo



STEER & BEER

BAR

GRILL

Nando's

STQ TRAVEL

REAL ESTATE

















Investing in Wellington city's water network

Looking forward

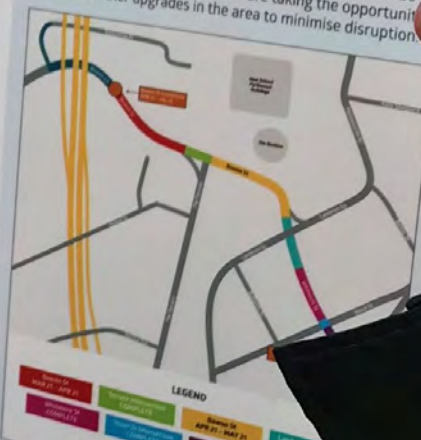
What we're doing here

This project is an investment in new infrastructure for the CBD's wastewater network, the first in a series of upgrades over the next decade to improve capacity and resilience. We are constructing a new wastewater main in Whitmore and Bowen Streets, from the intersection of Featherston and Whitmore Streets to Bowen Campus. It will take wastewater flows from the northern CBD and put them into the main interceptor outside Bowen Campus.



How long will it take?

The work will take 12 months starting in August 2020 and be done in stages as outlined here. We are taking the opportunity to do some other upgrades in the area to minimise disruption.



Staying safe

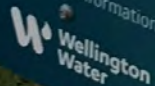
To safely undertake this work, some traffic lanes will be temporarily closed in sections along Whitmore Street and Bowen Street for the duration of the project stage. On-street parking in the area alongside the worksite will be restricted to accommodate the temporary traffic management.



We are focused on investing in and improving the network, building its capacity and resilience so it can continue to serve our growing city into the next century.

Mike Henderson, WCC Acting Chief Infrastructure

For more information go to wellingtonwater.co.nz







Wellington - Our City Tomorrow



Mass rapid transit



Draft District Plan



Paneke Pōneke

















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Scharping

Wellington May...

韩国釜山市

翻译监听

Recording Remove Pin



主会场



2021/5

Bloomberg
Philanthropies

MAYORS CHALLENGE



PUBLIC TRANSPORT



21:07:02 NZDT

Search Bus Stop

Enter Bus Stop ID eg 5711

GO

Search Service

Enter Service ID eg 1

GO

HIDE ALL BUSES

SHOW ALL TRAINS





609

613





Benjamin Trolove



Community COVID-19 Vaccination Days

Friday 15 - Monday 18 October
Sky Stadium, Wellington
Drive-thru vaccination

Book now or drive in
www.bookmyvaccine.nz



Mayor of Wellington is sharing a COVID-19 Update at Sky Stadium.

Published by Lucy Robertson · October 15 · Wellington

On this vaccination super weekend, I will be dropping into our vaccination centres across the Capital to support the battle against COVID.

Things kicked off this morning at Sky Stadium drive in with, an early morning rush for the job.

Check this link for a Vaccination Centre near you.
No appointments necessary.
<https://bit.ly/3oXHo71>




Mayor of Wellington is sharing a COVID-19 Update in Lambton Quay.

Published by Lucy Robertson · October 18 ·

If you missed getting vaccinated over the weekend, join the team at Unichem Wellington Central Pharmacy crew today.

It was great to spend time with Victor and his team who are vaccinating between 200 to 250 people a day.

No appointments on Lambton Quay are necessary and it's never too late to join the Team of 5 Million as we push our double vaccination figures off the chart.

Check this link for a Vaccination Centre near you
<https://bit.ly/30tRVN2>



WHAT'S YOUR PLAN?

16 OCTOBER **SHOT Super Saturday**

Te Kāwanatanga o Aotearoa
New Zealand Government




Community COVID-19 Vaccination Days

Friday 15 - Monday 18 October
Sky Stadium, Wellington
Drive-thru vaccination

Book now or drive in
www.bookmyvaccine.nz





A nighttime photograph of a city waterfront. In the foreground, a large tree is decorated with warm white string lights. The background shows a city skyline with buildings and more trees, all illuminated and reflected in the calm water of a lake or harbor. The overall atmosphere is festive and celebratory.

Absolutely Positively
Wellington City Council

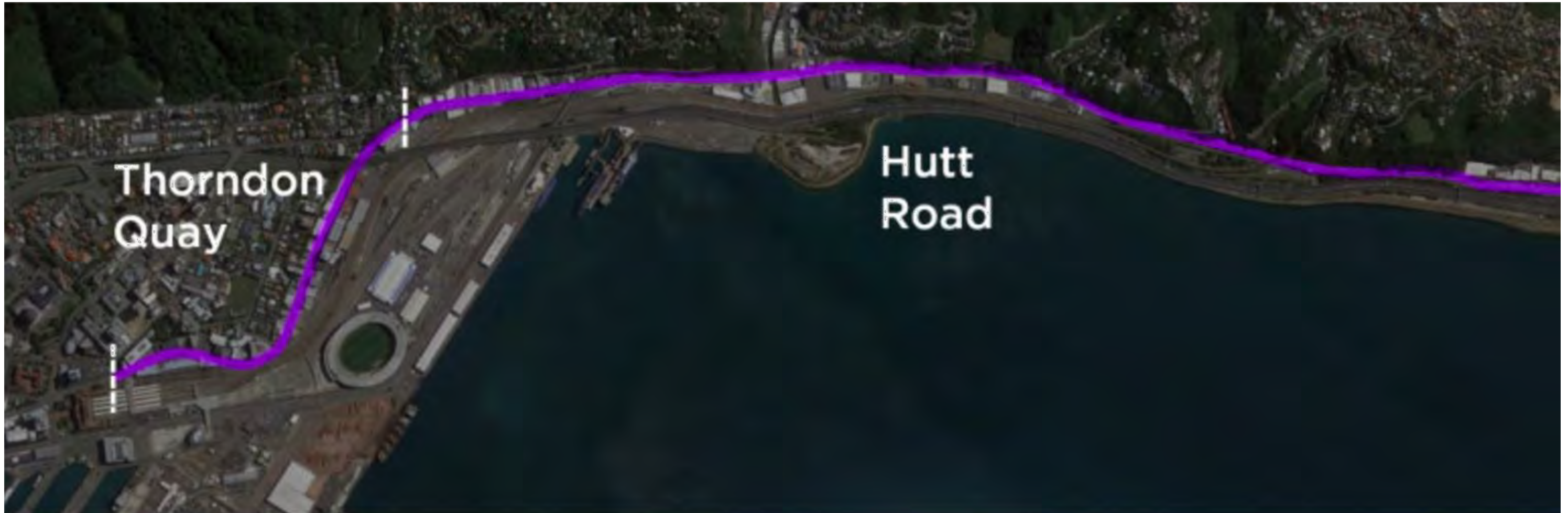
Me Heke Ki Pōneke

Season's Greetings 2021

“Safety for people on bikes cannot be compromised”

Fix Thorndon Quay





THORNDON QUAY COLLECTIVE ("TQC")

Presentation to the Wellington City Council

15 December 2021

Provided to Wellington City Council by TQC

Copyright © 2021 Thorndon Quay Collective Incorporated

Our petition results

1250 signatures and counting, plus the deluge of comments from the public

Corroborate our position that the following key issues, which only an independent review can answer, remain unresolved:

- Carpark utilisation
- Safety (post carpark conversion)
- Social and economic impacts
- Accessibility
- Climate change implications
- Broader fiscal issues



Kate Dowden

3 days ago

The removal of this parking has made it very difficult to find a car park when bringing my 92 year old Grandma to her eye clinic appointments. It used to be an easy journey but now I often have to park on a yellow line and help her across the road before going back to find a car park. Otherwise the only alternative seems to be a park that has a significant walk to the clinic.



Lynda Lester

Oct 12, 2021

The removal of parking spaces has wreaked havoc on businesses. Customers are lost - I used to visit multiple businesses on this street multiple times a week, but haven't been able to get a car park since the changes. Parking situation has become dangerous in some spots - people are driving in the cycle lane. Businesses are not being supported by the council with these measures. Please fix this complete mess and reinstate the parking spaces that were removed.



Paula Richards

29 minutes ago

cannot safely park and drop off my daughter to her dance class



Deanne Sigmund

Oct 12, 2021

I'm signing because it's almost impossible to find a car park. I often venture out this way and have been put off going to many businesses in this area due to now not being able to get a damn park it's infuriating!



Terri van Schooten

1 week ago

Thurdon Quay services trades people and customers of businesses that sell large items. Reducing parking will destroy a good viable business area. Removing the ability to park will push these businesses out into industrial areas requiring people to drive further defeating the purpose of reducing vehicle movements.



Felicity Evans

Oct 12, 2021

The whole road is now a mess. Very poorly thought through.



WCC's Occupancy Assessment

Does not reflect day-to-day reality



2017 & 2019 DATA

>15 min use not counted

Trade not impacted by COVID, therefore most representative of normal park demand if >15 min park use is counted



WCC 2020 DATA

>1 min use not counted

41% of visitors park for > 10min

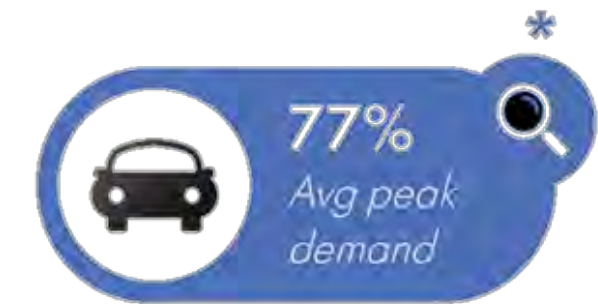


WCC 2021 DATA*

>1 min use not counted

Many sensors not working

*Equivalent 1 October 2021 to 20 November 2021 period only referred to.



TQC 2021 DATA

*All cars counted visually

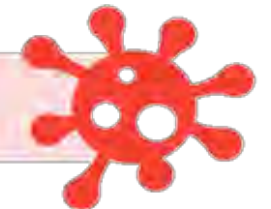
At 10am, 12pm, 2pm & 4pm.

Accuracy not compromised by sensor issues & coned off parks

Above fail to account for parks coned off (significant amounts in 2020 and 2021 assessed periods)



Trade and in turn carpark use rates above are materially impacted by Alert Level restrictions

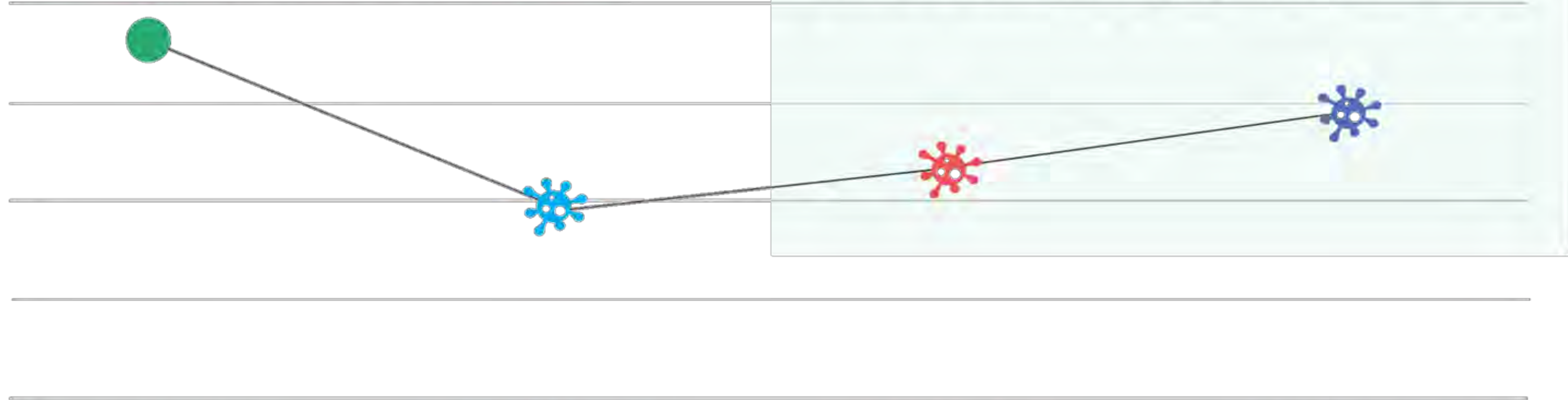


WCC's Occupancy Assessment

Does not reflect day-to-day reality

*Estimated occupancy rate when >15 min park use counted

As trade recovers from COVID, avg park occupancy continues to increase



2017 & 2019 DATA

WCC 2020 DATA

WCC 2021 DATA
(1 Oct 2021 - 20 Nov 2021)

TQC 2021 DATA
(XX Nov 2021)

WCC's Occupancy Assessment

If Thorndon Quay parking capacity is sufficient to meet demand, why have over 1250 people complained?

Data reliability and interpretation issues identified by TQC also demonstrate that the carpark occupancy issue is still not resolved.

2017 & 2019 DATA

WCC 2020 DATA

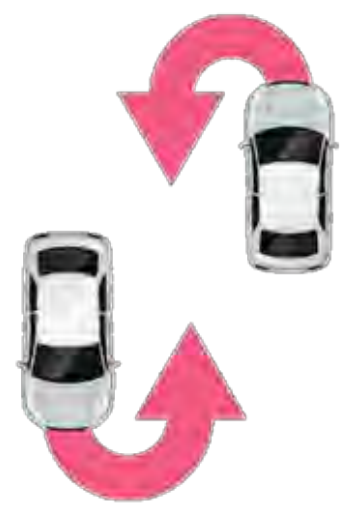
WCC 2021 DATA
(1 Oct 2021 - 20 Nov 2021)

TQC 2021 DATA
(XX Nov 2021)

Net reduction in safety for all users

As the angle to parallel conversion has created multiple new significant hazards

This appears to be in breach of section 39 of the Health and Safety at Work Act:



High # of U-turns

Lack of carparks causing cars searching for a park to trawl back and forth



Double parking

Cars frequently double park in the cycle lane as they are often unable to find a park



Parallel parks

Are responsible for more cyclist incidents per park compared to angled parks.



Mistaken 2nd lane

Additional space created by removal of angled parks often mistaken for a second lane.

Net reduction in safety for all users

A
Th

How is Thorndon Quay safer for cyclists when the Parking Conversion has introduced so many new hazards?

As we have noted, relaxing the angle of the pre-existing angled parking (to improve line of sight), reducing the speed limit, and improving cycle corridor road markings would have reduced the risk angled parking presented without introducing new and more dangerous hazards, particularly for cyclists

H

Lack of carparks causing cars searching for a park to trawl back and forth

Cars frequently double park in the cycle lane as they are often unable to find a park

Are responsible for more cyclist incidents per park compared to angled parks.

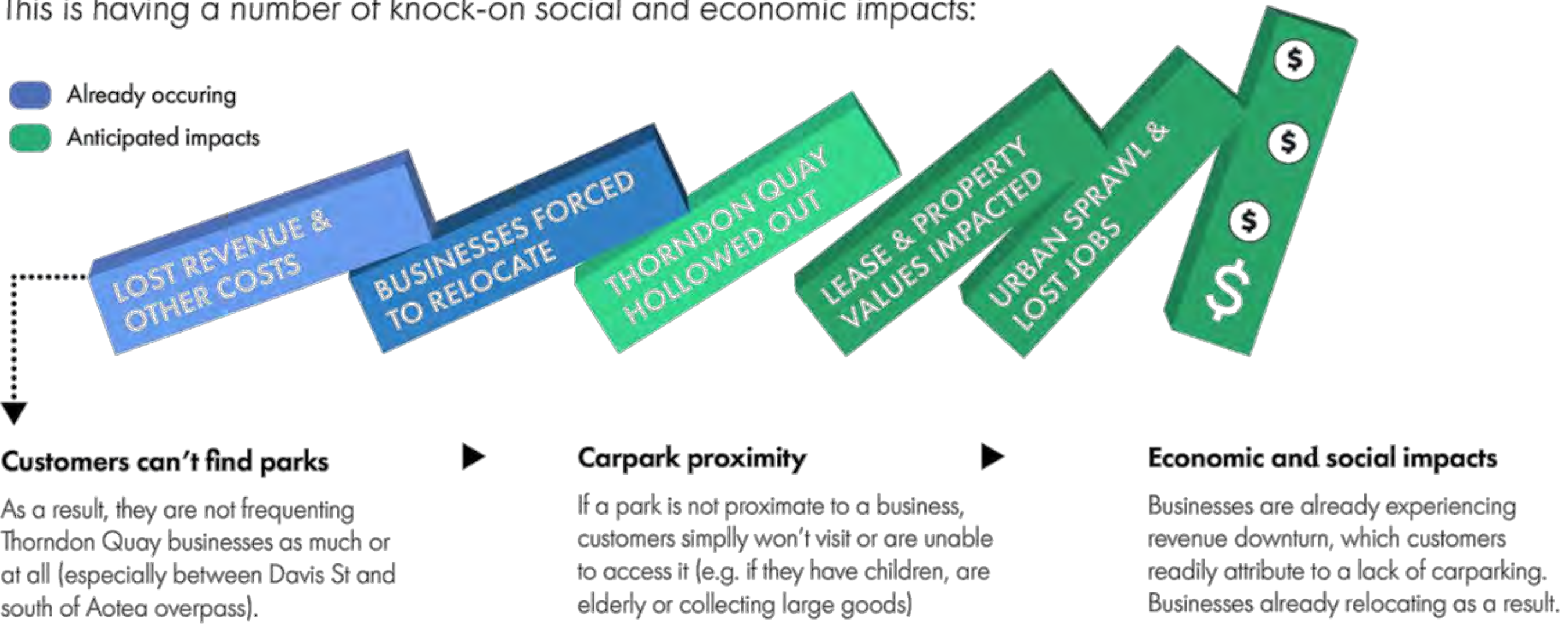
Additional space created by removal of angled parks often mistaken for a second lane.

Social and economic impacts

Loosing 145 carparks has caused demand to exceed capacity by a significant margin.

This is having a number of knock-on social and economic impacts:

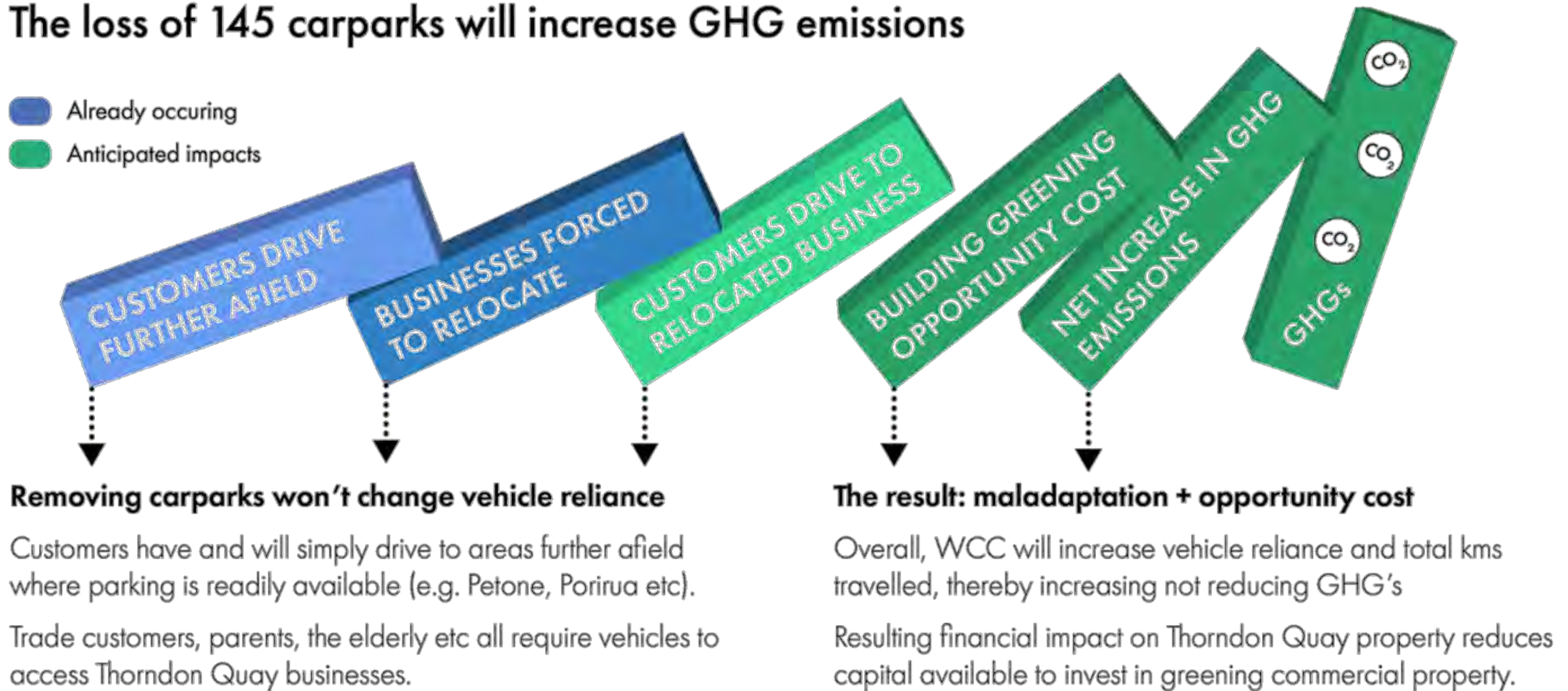
- Already occuring
- Anticipated impacts



Maladaptation

The loss of 145 carparks will increase GHG emissions

- Already occurring
- Anticipated impacts



Wider fiscal context

Thorndon Quay is home to circa \$500 million of commercial property (“TQ Property”)

\$50-\$100m spent to date

On substantial seismic safety improvements to TQ Property over the last 10 years.

Above has been funded by future projected income and borrowing against the property in question.

Going forward, \$50-\$100m

Will need to be spent by building owners over the next decade de-carbonising TQ properties.

Such capital works will also need to be funded via similar means.

TQ Property rates:

Contribute circa \$1,000,000 p/a to GWRC public transport subsidy.

WCC has indicated that rates are also anticipated to increase by 30% over the next three years

Wider fiscal context

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TQ Property rates:

Contribute circa \$1,000,000 p/a to GWRC public transport subsidy.

WCC has indicated that rates are also anticipated to increase by 30% over the next three years

How can TQ Property owners fund the above, if their tenants' key economic enabler (i.e. readily accessible carparking) is stripped from Thorndon Quay?

What will reduce GHG emissions more? Public transport and greening commercial property at scale, or removing 145 carparks (which as noted above, is likely to cause urban sprawl that ultimately increases emissions).

**TR53-21 POST IMPLEMENTATION
INDEPENDENT REVIEW
AGREED TERMS OF REFERENCE**

DRAFT

1. BACKGROUND

- 1.1. On 11 May 2021, Wellington City Council ("**WCC**") released a document entitled "TR53-21 Thorndon Quay Pipitea - Convert angled parking to parallel parking" ("**Consultation Paper**"). The Consultation Paper proposed converting all angled parking on Thorndon Quay to parallel parks ("**Parking Conversion**"), because conflicts between cyclists and motorists using the angled parks were a major contributor to incidents on Thorndon Quay. On this basis, the Consultation Paper states that carrying out the then proposed Parking Conversion would:
- (a) Improve safety for all road users, particularly cyclists, on Thorndon Quay; and
 - (b) Reduce the social cost of cyclist injury incidences on Thorndon Quay by \$1.74M over 10 years.
- 1.2. The WCC's Consultation Paper went on to note that:
- (a) The proposed Parking Conversion would reduce the number of carparks on Thorndon Quay (between Tinakori Road and Moore Street) from 333 to 202 carparks.
 - (b) Thorndon Quay carpark demand surveys (carried out between 8am and 6pm weekdays) showed an **average of 53% occupancy** "in the 2 hour restricted spaces and 70% in the 10-hour spaces".
 - (c) "*The reduced car parking numbers (202 spaces) are expected to be sufficient based on average occupancy*" (i.e. findings at (b) above). In particular, it noted that "*based on short stay occupancy data*" (i.e. occupancy findings for 2 hour restricted spaces at (b) above) "*the proposed reduction of parking spaces can meet the parking demand albeit some may not be directly convenient to all business customers*".
- 1.3. For the reasons above, the Consultation Paper concluded that Thorndon Quay businesses would not experience any material adverse impacts. As such, a social and economic impact assessment was not carried out prior to the WCC approving the TR53-21 proposal on 24 June 2021 and carrying out the Parking Conversion works the following September.
- 1.4. A detailed summary of WCC's position in respect of the above safety, carpark utilisation and economic impact considerations is set out in Schedule One of these Terms of Reference.

2. ISSUE

- 2.1. Thorndon Quay Collective ("**TQC**") is an incorporated society that local businesses and property owners initially established in response to the TR53-21 Parking Conversion proposal to represent their collective views.
- 2.2. TQC has persistently contested the factual accuracy of WCC's **safety claims** (at 1.1 above), **car-park utilisation claims** (at 1.2 above), and **economic impact claims** (at 1.3 above), which underpin its decision to convert all Thorndon Quay angled car parks to parallel parks.¹ To this end, TQC has conveyed the following to WCC both prior and subsequent to the Parking Conversion works being carried out in September 2021:
- (a) For the reasons set out at paragraph 2(a) to (d) of Schedule Two, the reduced carpark numbers brought about by the Parking Conversion have resulted in demand for carparks on Thordon Quay exceeding capacity by a significant margin (predominantly between weekday trading hours).
 - (b) For the reasons set out at paragraph 3(a) to (f) of Schedule Two, the Parking Conversion has caused and will continue to progressively cause significant adverse social and economic impacts over time.

¹ TQC has challenged these claims in its 10 June 2021 submission (provided in response to the WCC's Consultation Paper), Tailrisk report provided in conjunction with its June 2021 submission, and via subsequent correspondence with the WCC.

- (c) For the reasons set out at paragraph 4 and 5 of Schedule Two, the changes brought about by the Parking Conversion have resulted in a net reduction in safety for all users, particularly cyclists.

2.3. A detailed summary of TQC's position in respect of the WCC's key safety, carpark utilisation and economic impact claims is set out in Schedule Two of these Terms of Reference.

3. PURPOSE, SCOPE AND OBJECTIVES

3.1. Now that the Parking Conversion works have been carried out, the carpark utilisation, social and economic impact, and user safety issues and outcomes outlined above, all of which are in contention, can be accurately and objectively assessed by an independent reviewer.

3.2. TQC has accordingly asked the WCC to fund an independent post implementation review ("PIR"), of its decision to implement the Parking Conversion. The WCC has subsequently agreed to do so.

3.3. This document sets out the terms of reference for the PIR, which subject to the methodology set out at part 5 of these terms, will assess and report on the following targeted issues:

- (a) The average carpark use/occupancy levels along the relevant section of Thorndon Quay since the Parking Conversion were implemented.
- (b) The social and economic impacts of the Parking Conversion on Thorndon Quay businesses, property owners and like local stakeholders (if any).
- (c) Whether the Parking Conversion has increased or decreased safety for some or all road users, particularly cyclists on Thorndon Quay.
- (d) Other pertinent matters that are ancillary to the above (e.g. any estimated social costs that can be derived from the finding under 3.2(c) above).
- (e) Any impacts that the Parking Conversion has had on accessibility for people with disabilities, the elderly, and parents with children (i.e. who are seeking to access a location on Thorndon Quay with children).

3.4. In addition, the PIR will assess the relevant historical parking data that was used to compile the 17 September 2020 "Parking Impact Assessment" (prepared for Let's Get Wellington Moving), and May 2021 "Thorndon Quay Crashes & Parking Analysis" (prepared for or by WCC). Again, this assessment will be carried out in accordance with the relevant provisions of the methodology set out at part 5 of these terms below.

3.5. The reviewer appointed to perform the PIR will provide a report in accordance with Part 8 below, which seeks to answer the questions listed above. Any recommendations should be evidence-based and proportionate, with consideration given to their implementation.

3.6. The objectives of the PIR are as follows:

- (a) To provide a fully transparent and independent review of the issues in scope.
- (b) To robustly assesses and provide evidence-based answers on each issue in scope.
- (c) To obtain a set of well-evidenced and practical recommendations that enable WCC and TQC to identify collaborate on the identification of an effective alternative means of improving cyclist safety along Thorndon Quay (i.e. alternative to the Parking Conversion).

4. GOVERNANCE

- 4.1. The PIR will be administered and overseen by a committee that is comprised of three (3) individuals appointed by WCC and three (3) individuals appointed by TQC ("PIR Committee"). Detailed governance arrangements that best ensure the purpose and objectives of PIR are met will be agreed by the PIR Committee.
- 4.2. The WCC and TQC each commit that their appointed members will act in good faith and with integrity when discharging their responsibilities as set out in these terms of reference.
- 4.3. The independent reviewer will be appointed by and accountable to the above PIR Committee in accordance with the terms below.

5. REVIEWER SELECTION AND APPOINTMENT

- 5.1. The independence of the appointed reviewer is paramount to achieving the objectives of this PIR. A prospective reviewer will only be deemed "independent" if they are:
 - (a) Free of any actual, potential, or perceived conflict of interest, as assessment which must take into account Greater Wellington Regional Council, Waka Kotahi and Let's Get Wellington Moving's vested interest in the Parking Conversion; and
 - (b) Not subject to any pre-existing partisan views or preferences that may compromise or could be perceived as having the potential to compromise their ability to conduct an independent and objective PIR in accordance with these terms of reference.
- 5.2. A prospective reviewer will also only qualify for appointment if they have the requisite subject matter experience and expertise required to carry out the PIR scope with the degree of skill, care and diligence reasonably expected of a professional consultant providing review services like those requested by these terms of reference.
- 5.3. The reviewer selected to conduct the PIR will be appointed via the following process:
 - (a) PIR Committee members will identify a short list of four prospective reviewers, two of whom are nominated by WCC appointed members and two of whom are to be nominated by TQC appointed members.
 - (b) PIR Committee members will then select and appoint a preferred reviewer by consensus.

6. METHODOLOGY

- 6.1. Details of the methodology, which the PIR is carried out in accordance with, including evidence gathering, data analysis, consultation with stakeholders and engagement with the local Thorndon Quay community (which is defined as including Thorndon Quay business owners, property owners as well as those who work at or frequent the same), will be agreed between the PIR Committee and the appointed reviewer.
- 6.2. Any methodology agreed in accordance with 6.1 above however, must comply with the following minimum requirements:
 - (a) Any assessment of car park occupancy rates (also referred to as carpark demand or carpark utilisation), must count – i.e. include in the occupancy rate assessment – any vehicle that occupies a Thorndon Quay carpark for more than one minute.
 - (b) Any assessment of carpark occupancy rates must also:
 - (i) take into account any material variables (e.g. as noted at 2(a)(ii) of Schedule 2), if any number of relevant carparks are not available for use on a given day for any reason, only those carparks available for use will be factored into the occupancy rate for that day;

- (ii) provide a breakdown of average occupancy rates identified by reference to carpark clusters, the identification of which is to be based on each clusters proximity to adjacent Thorndon Quay businesses and authoritative guidance regarding how far a person is likely to be willing to walk from a carpark to the location that they intend to visit; and
 - (c) Assessment of health and safety issues and outcomes for all users must be carried out in accordance with Worksafe's Health and Safety by design guidelines, which include a requirement to test, trial and/or evaluate a design solution to make sure that it does not introduce any new hazards and/or increase other pre-existing hazards.
 - (d) Any timeframes must be reasonable and balance the need for a timely PIR with performing that tasks that make up with methodology in a robust manner that achieves the PIR objectives above.
 - (e) Any assessment of social and economic impacts must entail direct engagement with the Thorndon Quay business community to an extent and in a manner that is capable of reliably and comprehensively identifying and quantifying such impacts.
 - (f) The WCC must make readily available all data that the reviewer reasonably requires to complete the PIR in accordance with these terms of reference. Such data must be provided in a timely manner without delay. In this respect, the reviewer will not be required request such data via the Local Government Official Information and Meetings Act 1987 process.
- 6.3. WCC and TQC must sign off on a written copy of the agreed methodology before instructing the reviewer to proceed with the PIR.

7. RESOURCING

- 7.1. The fees of the reviewer appointed to carry out the PIR, as well as any costs and disbursements in relation to the same will be met by the WCC in full. Any costs associated with appointing the reviewer (e.g. legal costs associated with the procurement process) will also be met in full by the WCC.
- 7.2. The cost of any additional resources that are subsequently identified as being required to carry out the PIR will also be met by the WCC in full.
- 7.3. TQC and the WCC will each meet the respective costs of their respective members that each appoints to PIR Committee.

8. REPORTING

- 8.1. Details of the PIR report structure and content requirements will be agreed between the PIR Committee and the appointed reviewer.
- 8.2. All data and evidence relied on in compiling the report will be supplied in a user friendly format that enables a reader to test the veracity of any finding in the PIR report.

SCHEDULE ONE

SUMMARY OF WCC'S CARPARK CONVERSION PROPOSAL

1. On 11 May 2021, Wellington City Council ("WCC") released a document entitled "TR53-21 Thorndon Quay Pipitea – Convert angled parking to parallel parking" ("Consultation Paper").
2. The Consultation Paper proposed that all angled parking on Thorndon Quay should be converted to parallel parks because conflicts "between cyclists and motorists using the angled parks particularly in the section between Moore Street and Tinakori Road" were a major contributor to "incidents" on Thorndon Quay.
3. The Consultation Paper went on to state that the proposed Parking Conversion would:
 - (a) improve safety for all road users, particularly cyclists, on Thorndon Quay;
 - (b) reduce the number of car parks in the area to 202 parallel car parks, but that the reduced parks were expected to be sufficient based on average occupancy;
 - (c) reduce annual parking revenue by approximately \$74,000; and
 - (d) reduce the social cost of injuries due to incidences along Thorndon Quay by an estimated \$1.74 million over 10 years.
4. In parallel, the WCC released the Thorndon Quay Crashes and Parking Analysis ("Parking Analysis Paper"). This paper states that the proposed parking conversion:
 - (a) Would result in the 333 car parks (between Tinakori Road and Moore Street) being reduced to 202 carparks, a figure that is later revised to 201 car parks;²
 - (b) would reduce the social cost of injuries due to incidences along Thorndon Quay by an estimated \$1.7 million over 10 years; and
 - (c) has the potential to improve both safety and parking usage without negatively affecting visitors to businesses.
5. The Consultation Paper and Parking Analysis Paper both concluded that:
 - (a) The parking survey data (used to assess parking utilisation rates) showed "an average of 53% occupancy in the 2 hr restricted spaces and 70% in the 10-hour spaces".
 - (b) The reduced number of car parking spaces (202 spaces) are expected to be sufficient based on the above average occupancy rates noted at 4(a) above.
 - (c) Based on short stay occupancy data the reduction of parking spaces can meet parking demand albeit some may not be directly convenient to all business customers.
6. Relying on the points made at 1.4 above, WCC stated that reducing the number of carparks from 333 to 201 (as a result of the proposed parking conversion) would not have a material adverse social and economic impacts.
7. The Consultation Paper and Parking Analysis Paper did not refer to the social or economic impacts of removing the existing carparks along Thorndon Quay.
8. In September 2021, the WCC implemented its decision to convert all angled car parks on Thorndon Quay to parallel parks.

² See page 9 of a subsequent WCC document titled "Thorndon Quay Crashes & Parking Analysis: Reply to the report prepared by TQ business owners"

SCHEDULE TWO SUMMARY OF TQC'S POSITION

1. Thorndon Quay Collective ("TQC"), an incorporated society established to represent the interests of Thorndon Quay stakeholders, contests the factual accuracy of the key **safety, car-park utilisation and economic impact** claims, that underpin the WCC's decision to convert all angled car parks to parallel parks.³

TQC's position on carpark utilisation

2. TQC asserts that carpark utilisation on Thorndon Quay is significantly higher than the carpark occupancy rates stated in the Consultation Paper and "Thorndon Quay Crashes & Parking Analysis" report ("**WCC Parking Report**"). To this end TQC makes the following points:
 - (a) The SmartPark data that the Consultation Document and WCC Parking Report's stated occupancy levels are based on is not representative of carpark use on Thorndon Quay under normal circumstances. This is because:
 - (i) For much of the relevant period (September and October 2020), Wellington was subject to the 2020 Alert Level 2 restrictions, which had materially reduced trade and in turn car park demand on Thorndon Quay; and
 - (ii) The SmartPark data also does not account for the material number of car parks that were coned off by contractors most days during the relevant period, thereby rendering the affected parks "unoccupied" for an unrelated reason.
 - (b) The September 2020 "Parking Impact Assessment" report ("**BECA Assessment**") grossly under reports carpark use levels. This is because BECA elected to not count cars that use a carpark for less than 15 minutes when assessing the November 2019 and other historical parking data that its carpark occupancy findings are based on.⁴
 - (c) WCC did not count cars that use a carpark for 1 minute or less when assessing the 2020 SmartPark data that its WCC Parking Report and Consultation Paper carpark occupancy findings are based on. At Page 17 of the WCC Parking Report it observes that "**41% of visitors stay under 10 minutes**". Accordingly, for the reasons at (a) and (b) above:
 - (i) The BECA Assessment carpark occupancy findings for November 2019 and similar periods in other prior years cannot be compared to the WCC Parking Report occupancy findings for the "equivalent" 2020 period.
 - (ii) Had the BECA counted cars that use a carpark for 15 minutes and under, the September/November 2020 carpark occupancy rates stated in the WCC Parking Report would be demonstrably lower than the occupancy rates for 2019 and other historical years addressed in the BECA Assessment.
 - (d) Carpark use rate data gathered by TQC since all angled parks were converted to parallel parks in September of this year demonstrate that carpark demand on Thorndon Quay frequently exceeds the post angled to parallel carpark conversion carpark supply during weekday trading hours.

³ TQC has challenged these claims in its 10 June 2021 written submission (provided in response to the WCC's Consultation Paper), Tallrisk report provided in conjunction with its June 2021 submission and subsequent correspondence with the WCC.

⁴ See page 4 of this report. We further note that there is no principled basis for excluding short car park usage, particularly as a significant proportion of trade on Thorndon Quay entails short interactions with customers and clients arriving by vehicle.

TQC's position on economic impacts

3. TQC asserts that converting all Thorndon Quay angled parking to parallel parks has had, and will continue to have, significant economic impacts that were not taken into account by WCC when it deciding to proceed with this change. To this end TQC asserts as follows:
 - (a) Converting all angled parking to parallel parks in September this year has caused carpark demand to exceed the reduced carpark capacity by a significant margin, especially during key trading hours (e.g. weekdays between 9am and 4pm).
 - (b) Readily available carparking is critical to the viability of most Thorndon Quay businesses for the various reasons set out in TQC's 10 June 2021 Submission.
 - (c) As a result of 4(a) and (b) above it has become increasingly difficult for customers and clients, suppliers, and employees (e.g. driving fleet vehicles) to find a carpark and access businesses located on Thorndon Quay.
 - (d) The access difficulties noted at 4(c) above have led to many Thorndon Quay businesses experiencing revenue loss and other operational difficulties that have a concomitant economic cost.
 - (e) The impacts noted at 4(a) to (d) above have already resulted in:
 - (i) two businesses deciding to relocate to sites where parking is readily available; and
 - (ii) other businesses signalling they are unlikely to renew their lease and will follow suit.
 - (f) The value of commercial property on Thorndon Quay is expected to reduce significantly as a result of 4(a) to (e) above. This resulting loss of property value is expected to increase over time as the above impacts deepen and more businesses elect to relocate as a result.

Cyclist and other user safety claims

4. TQC asserts that the conversion of all angled parking to parallel parks has led to a significant net reduction in safety for all road users including cyclists. The following factors account for this:
 - (a) Statistically, parallel parks along Thorndon Quay have present a greater risk to cyclist safety compared to angled parks.
 - (b) The resulting lack of available parking (i.e. caused by demand now exceeding capacity) has introduced a number of new hazardous that were not considered by WCC, such as:
 - (i) A significant increase in U-turns performed by vehicles unable to find a carpark;
 - (ii) A notable increase in vehicles double parking when they are unable to find a carpark; and
 - (iii) Occupants of double parked vehicles running back and forth across Thorndon Quay to drop off and pick up goods and people (e.g. hundreds of children are dropped off and picked up from Co-Kids day-care and the Wellington Dance Academy each day).
 - (c) Removing all angled parking has increased the space between the now parallel parks and designated traffic lanes on each side of Thorndon Quay. This increased space, which the designated cycle corridor is located within, is often mistaken for a second lane by some motorists, thereby increasing the instances of high speed conflict between motorists and cyclists.
5. TQC is of the view that the hazards introduced by the conversion of angled parking on Thorndon Quay to parallel parks is more likely to cause incidents that result in serious injury or death compared to the hazard posed by the pre-existing angled parking.