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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9:30 am  
**Date:** Thursday, 16 November 2017  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**Business**

**Page No.**

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| 1. | Gordon Copeland – District plan change 82                       | 2  |
| 2. | David Tripp – Hutt Road cycling resolution                      | 4  |
| 3. | Ron Beernink – Hutt Road and Kent/Cambridge cycling resolutions | 25 |

## Comments to Council City Strategy Committee re St Gerard's Land Exchange-16 November 2017

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1. Council Officers have stipulated one onsite parking space per household unit in relation to new homes built at 1 Oriental Terrace. However that is impracticable since there is no vehicle access. There are no parking spaces at any of the existing houses on Oriental Terrace since it is a "paper road" with a steep zigzag walkway. However the ICPE would be happy to provide for such parking, on that part of the car deck which is leased from the WCC under license, while sharing the cost pro-rata with the new home owners.
2. St. Gerard's owners the ICPE, will sell 1 Oriental Terrace and use the proceeds to lead a Public Fundraising campaign for the earthquake strengthening of the Church and Monastery. It is thus vitally important.
3. I attach a cross section showing the 10 metre height of the old house on 1 Oriental Terrace, in relation to land on which St Gerard's is built (B). This is important since that house (and any new houses) is 18ft or 5.5 metres **below** the Monastery. Thus only 4.5 metres of the 10 metre maximum height of any new buildings will impede the view of the Monastery from Oriental Bay; not the 10 metres which some have complained about.
4. This cross section also shows the position of the land currently owned by the Council (A). As you will see this is at the top of a bank, making the construction of a pathway from Oriental Terrace to the Reserve impracticable. That is why the pathway was built over St Gerard's land which following this exchange, will be owned by the WCC in perpetuity.

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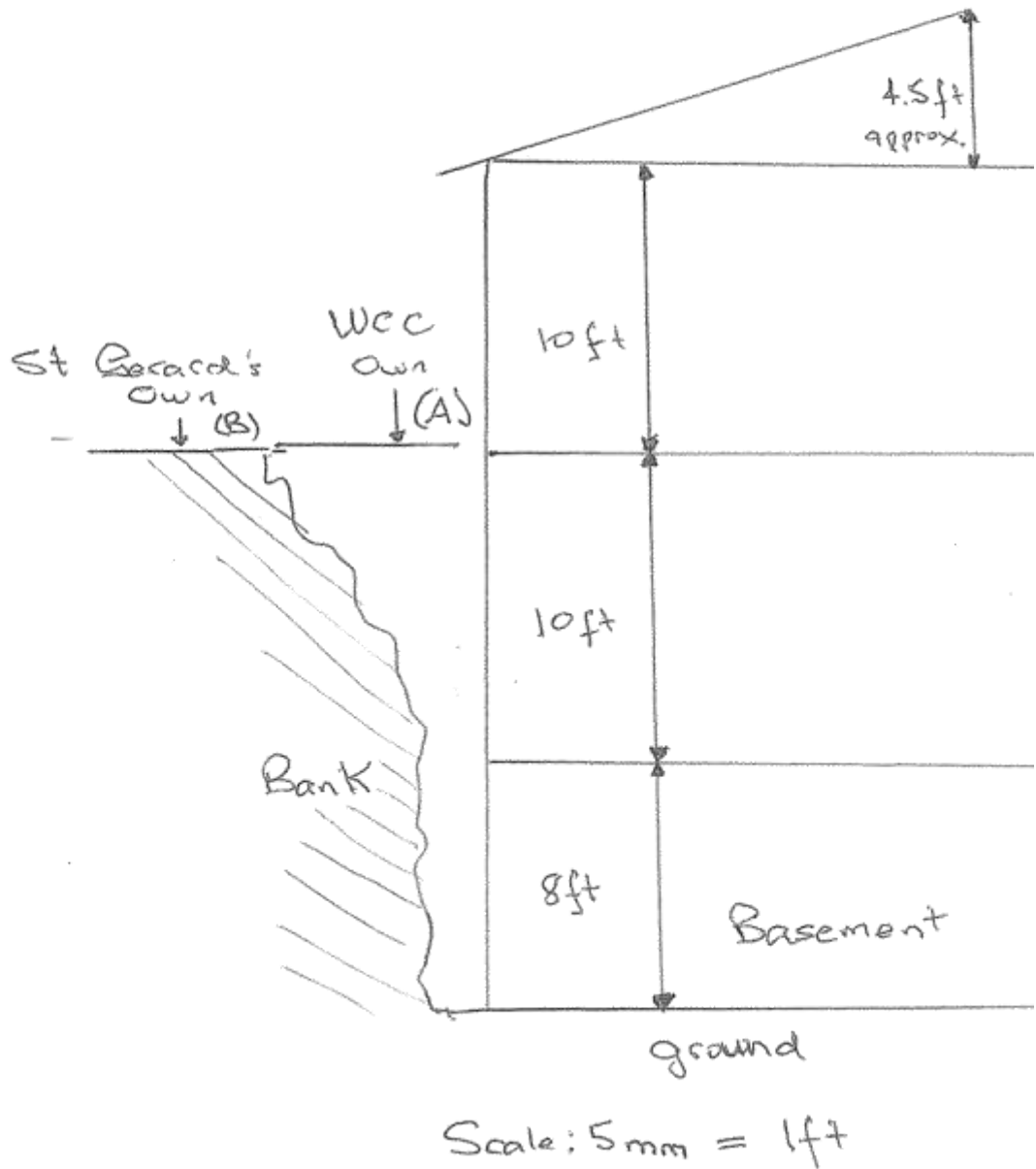
Gordon Copeland pp ICPE.

[gordon.copeland@xtra.co.nz](mailto:gordon.copeland@xtra.co.nz)

Ph: 388 9805

16 November 2017

Existing House  
No 1 Oriental Terrace  
Cross Section



# hutt cycle network

David Tripp

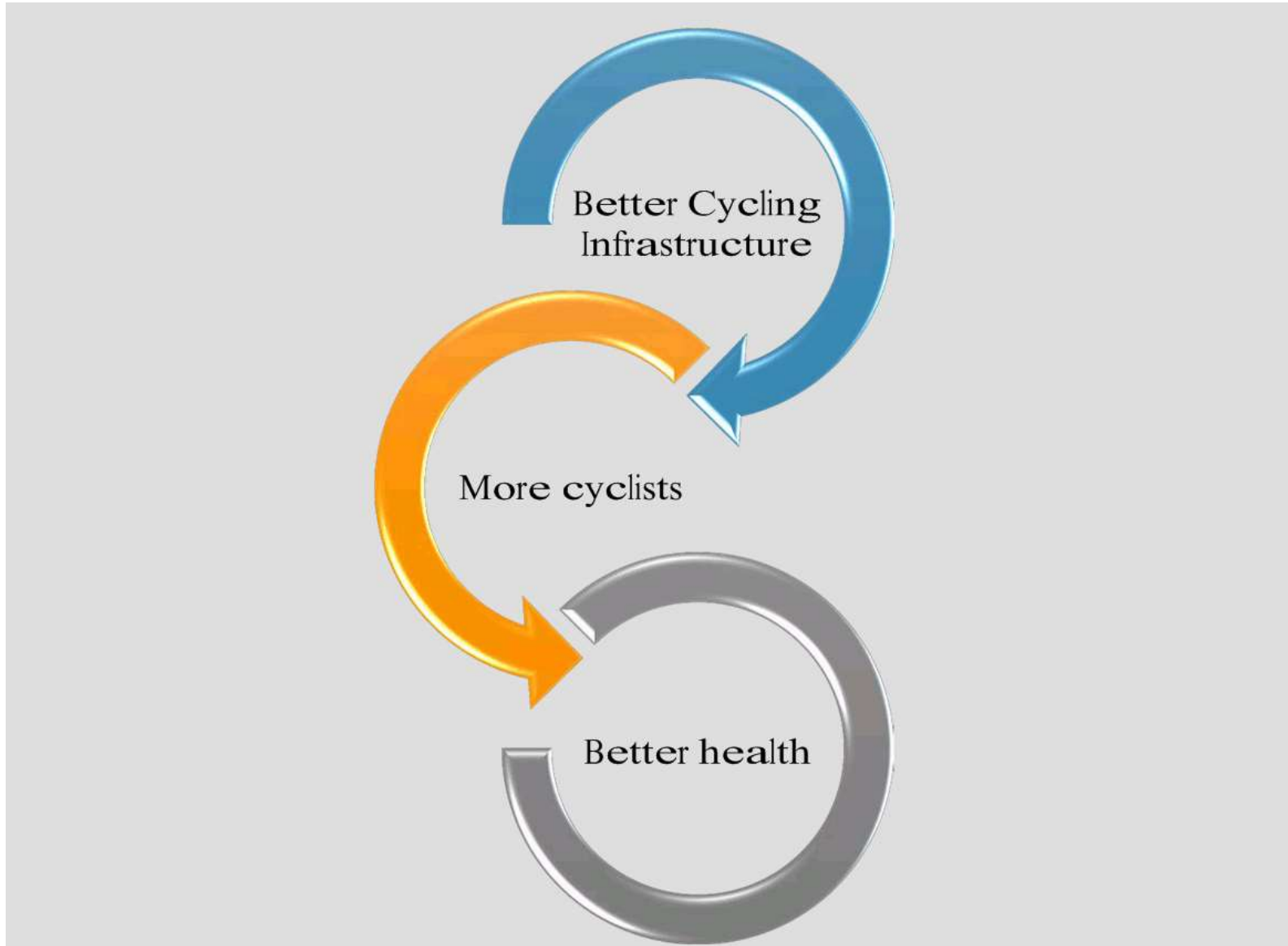
**Doctors for Active Safe Transport**

## WHY CYCLE?

Regular cycling reduces the risk of:

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

*British Medical Journal, 2017*



Lives depend on getting a safe  
and connected cycling  
network around Wellington.





AOTEA QUAY TO TINAKORI RD

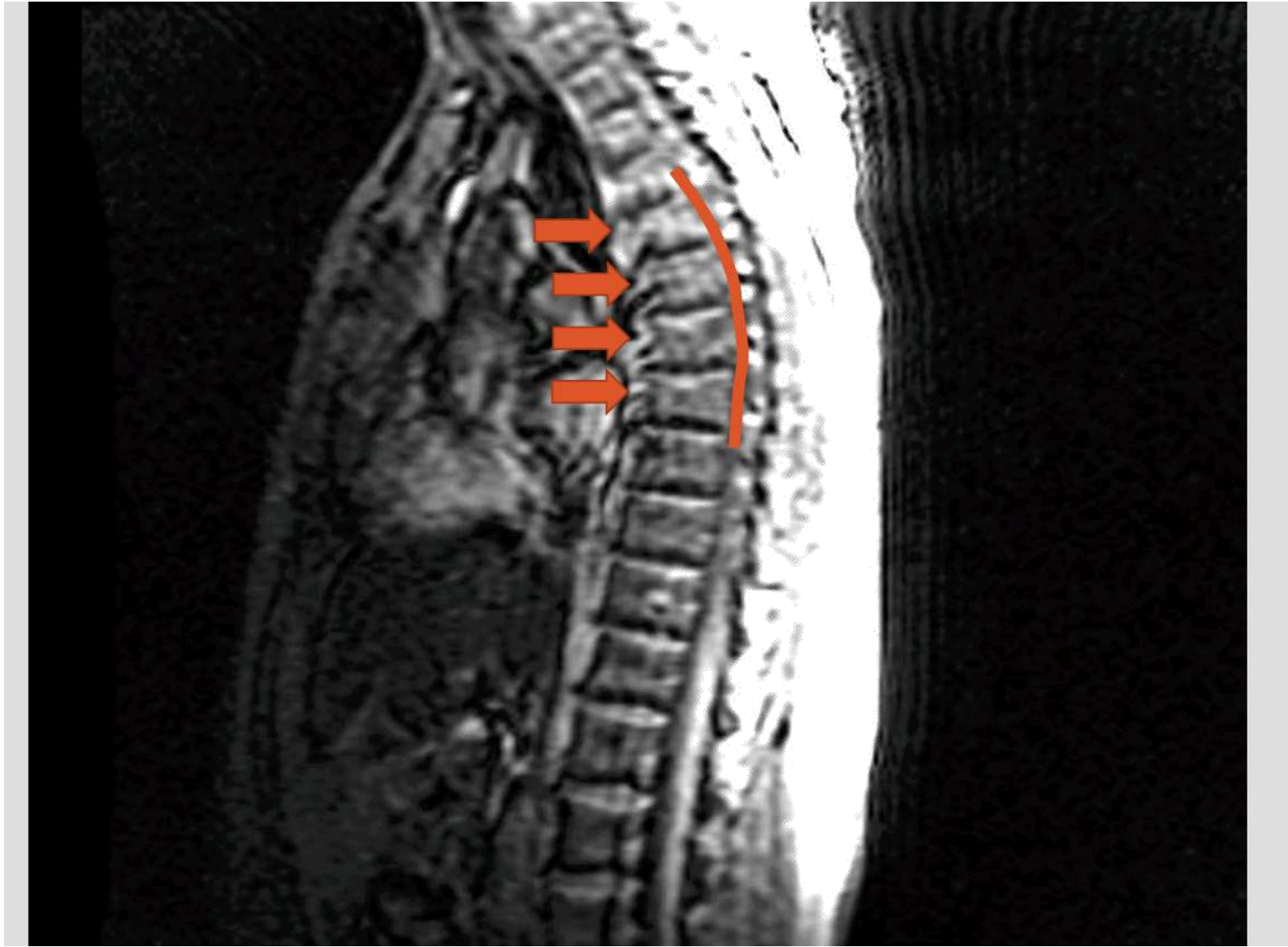


## ONSLOW RD TO NGAIO GORGE

After the Hutt Railway and Road Improvement Act, 1903, was passed, and the road had been assured, a conference of delegates from the local authorities was held, and among other things they suggested to the Government,—

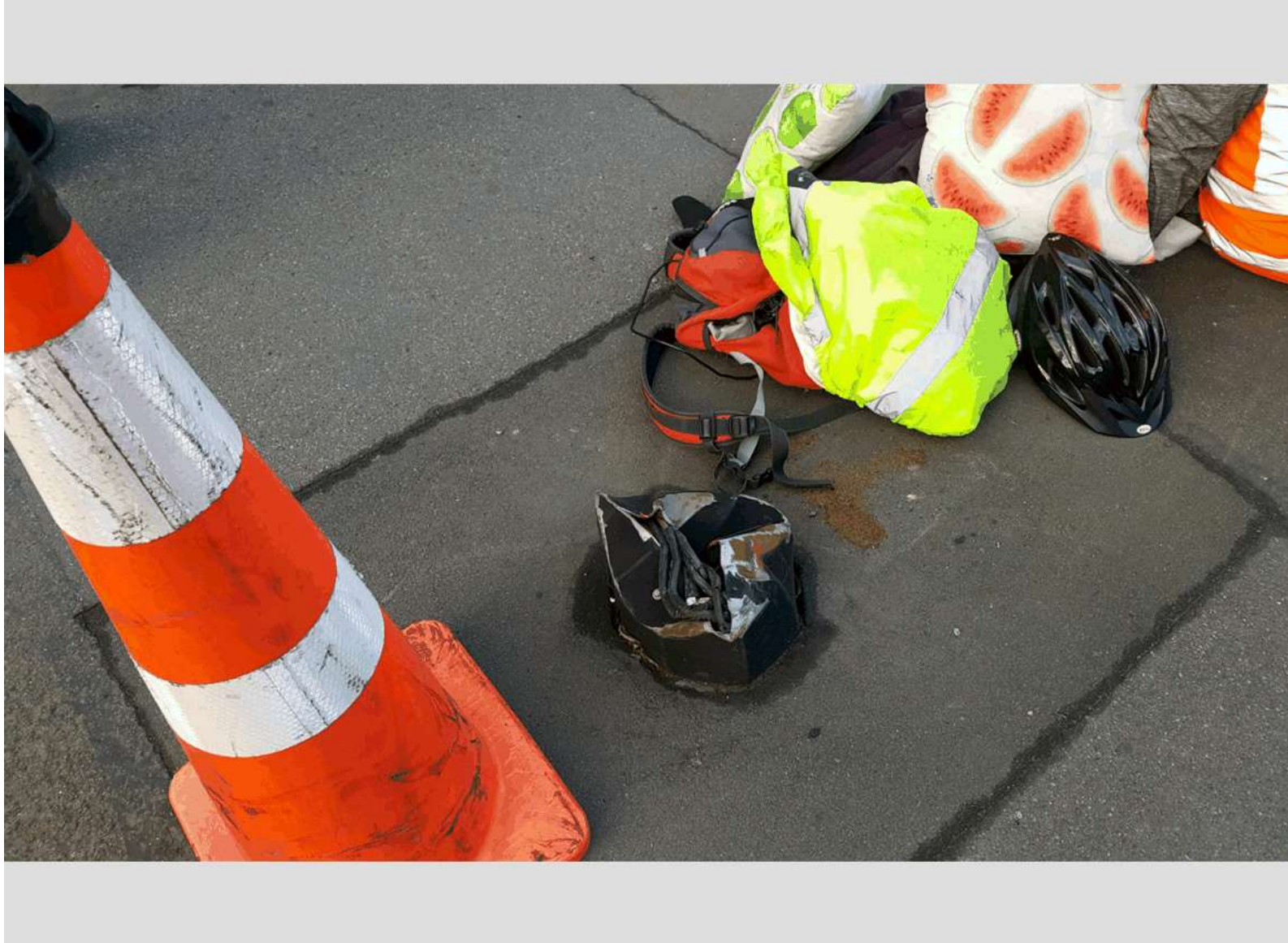
- (a.) That the road should be formed 100 ft. wide, and that it should contain a roadway 50 ft., cycle-track 15 ft., heavy-traffic track 25 ft., and footpath 10 ft. wide, the cycle-track to be in the middle of the road :
- (b.) That the water-tables, footpath, cycle-track, roadways, and land be raised to such a level above high-water mark that proper drainage shall be assured :
- (c.) That the gradients of the road be in no case flatter than 1 in 200, so as to give efficient drainage along the water-tables.

A PERSONAL STORY



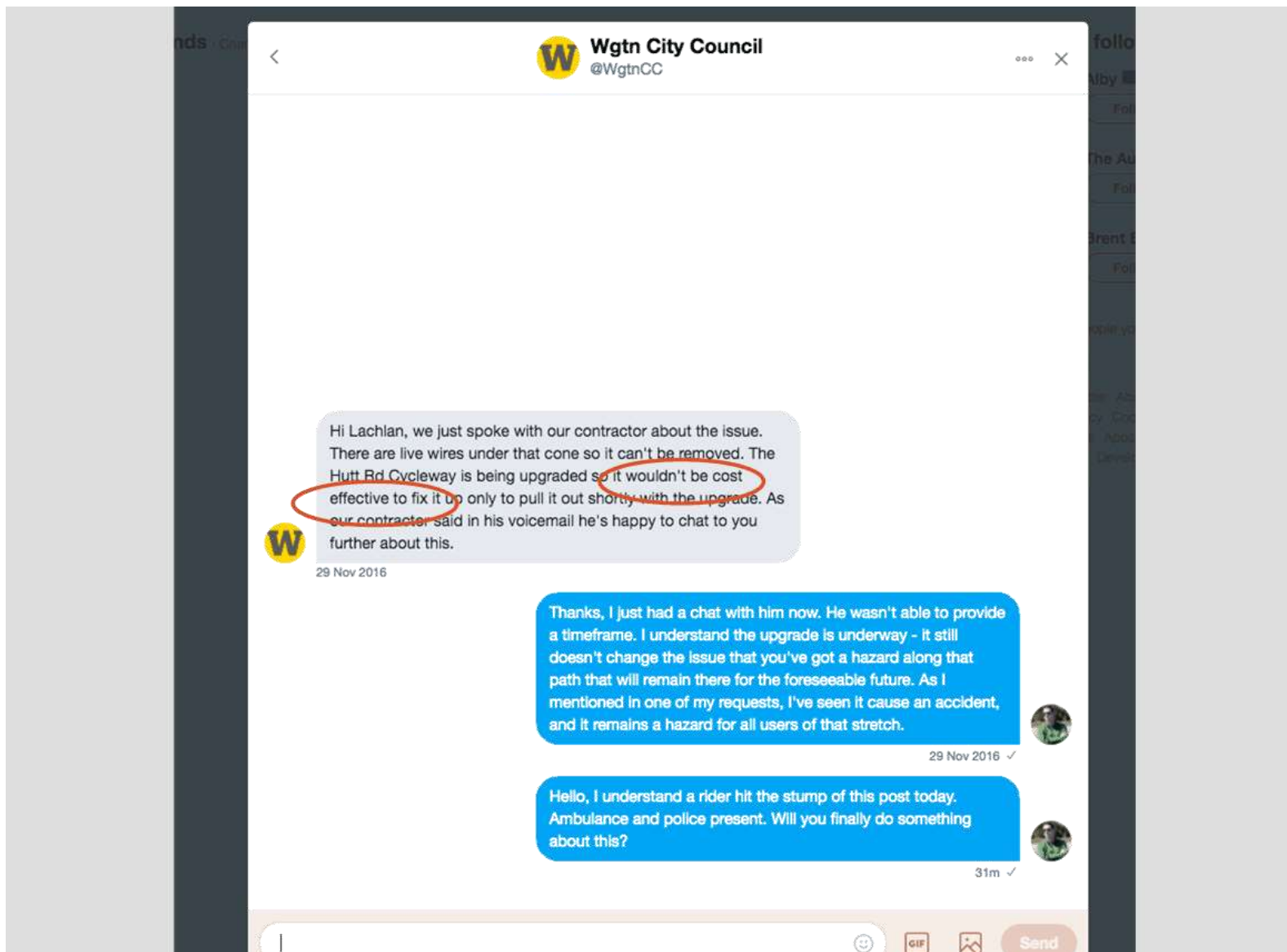
















- o. Agree to removal or rearrangement of particularly hazardous or obstructive parking particularly where it obstructs visibility of and from business entrances.

## Background

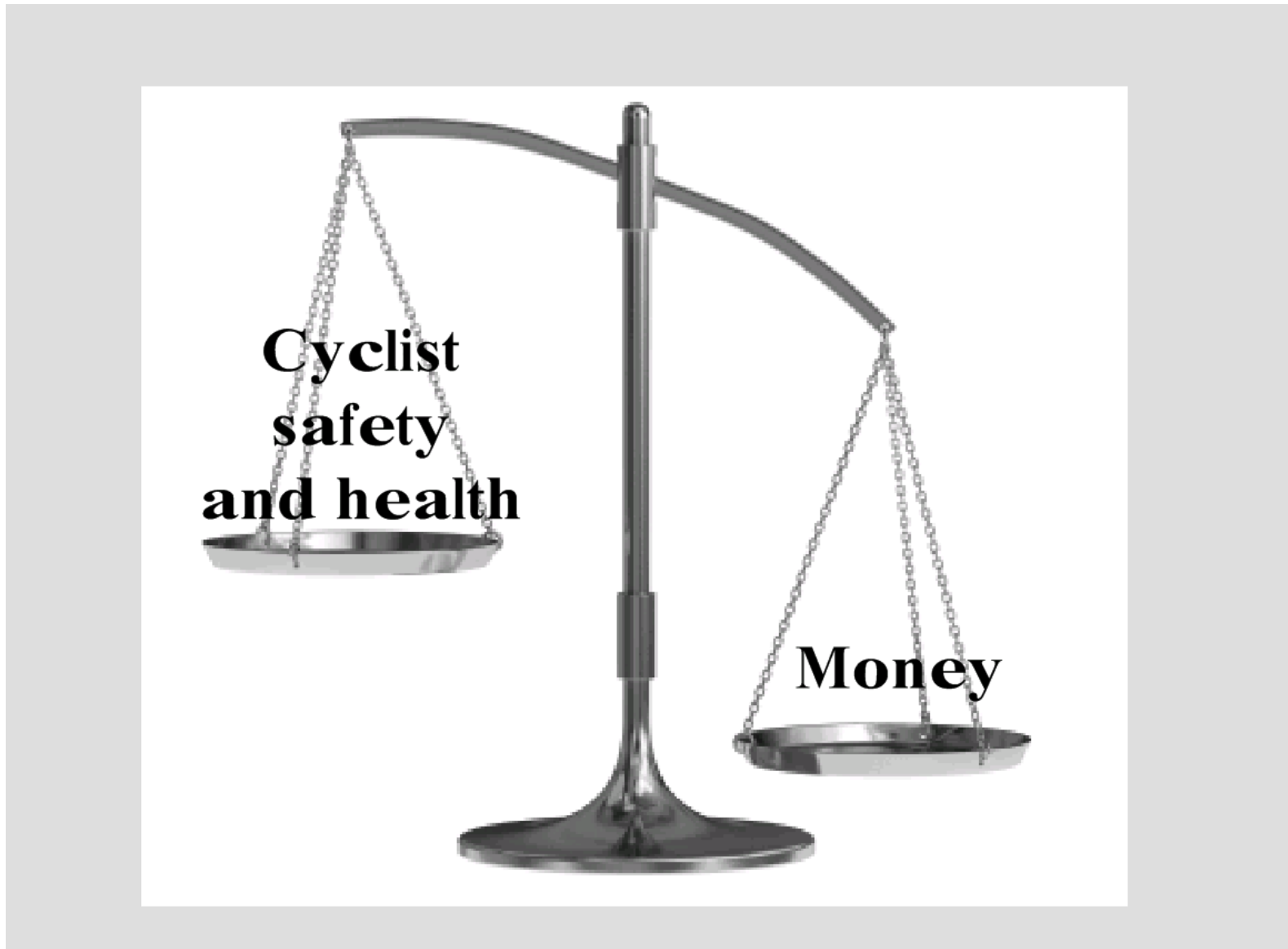
10. The Hutt Road is an important link in our transport network. It is a parallel route to the Wellington urban motorway, and provides a direct connection to the city for the communities of Ngaio and Khandallah, an alternative connection for our northern suburbs as well as the cities north of Wellington in the Hutt Valley and Porirua. All bus transport from our northern suburbs uses the Hutt Road and all freight heading to and from the Interislander ferry terminal from the north must also use the Hutt Road as there is currently no connection from the motorway. Equally there are no alternative routes for those who wish to walk or bike between Ngauranga and Thorndon.
11. In the early 1990's Council took steps to formalise a shared path along the eastern side of the Hutt Road. Over the last 20 years the numbers of people riding bikes along the route has risen to over 400 per day, making this Wellington's busiest route for commuter bikes.
12. On the Hutt Road there have been 26 reported crashes involving a bike from 2009-2013, resulting in one serious injury crash, 17 minor injury crashes and eight non-injury crashes. The reported crashes resulting this being one of Wellington's worst performing routes for bikes.
13. From reviewing the Police crash reports, 58% (15) of the reported cycle crashes on Hutt occurred on the shared path. Of the reported cycle crashes on the shared path, 73% (11) of those crashes involved northbound cyclists. The majority (67%, 10) of the crashes involved vehicles turning out of entranceways onto Hutt Road and failing to see the approaching cyclists.
  - 70% of vehicles were attempting to turn left

## THE STORY SO FAR...

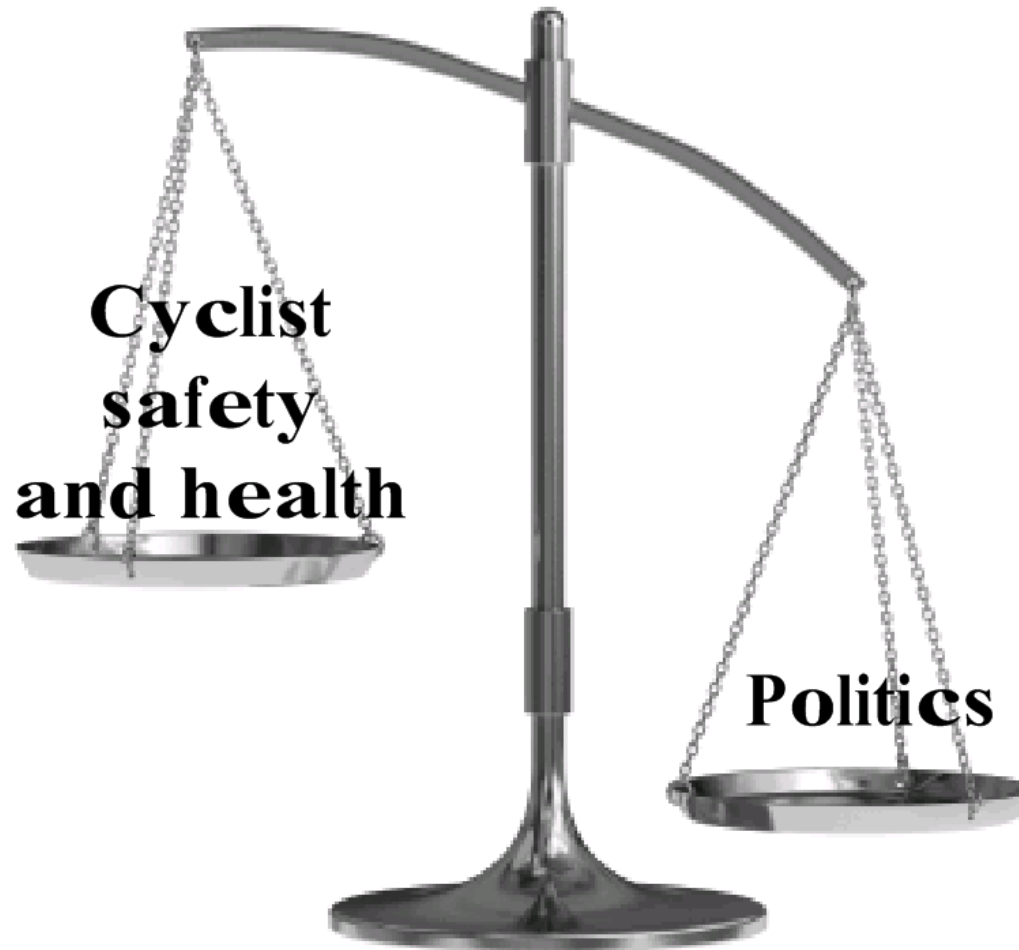
- On Wellington's busiest cyclepath,
  - That for many years had been acknowledged as dangerous,
  - With council slow to take action,
- And at the most dangerous place on this dangerous route:
  - due to high turnover illegal parking which council chose not to enforce
  - and numerous small children,
- Council choose to leave a stump in the middle of path for 6 months
- Because it was not cost effective to remove

P.S.

- The stump was gone by lunchtime on the day of my injury
- Council decided to leave the parking there, subsequently removal of parking has been “fast tracked” on legal advice of potential council liability







Please treat the safety  
and health of your  
people with the urgency  
and priority that it  
deserves



Men Beermink



Item 1 Attachment 1