

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTES

Time: 9:30 am
Date: Thursday, 12 September 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

TABLE OF CONTENTS
12 SEPTEMBER 2019

Business	Page No.
1. Meeting Conduct	5
1.1 Mihi	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	6
1.6 Public Participation	6
2. Operational	7
2.1 Traffic Resolutions	7
3. Committee Reports	9
3.1 Report of the Grants Subcommittee Meeting of 4 September 2019	9

1. Meeting Conduct

1.1 Mihi

The Chairperson declared the meeting open at 9:30 am and invited Councillor Day to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne

Toitū te marae a Tangaroa

Toitū te iwi

Taiō Pōneke – kia kakama, kia māia!

Ngāi Tātou o Pōneke, me noho ngātahi

Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.

City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!

People of Wellington, together we decide our way forward.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

1.2 Apologies

Moved Councillor Pannett, seconded Councillor Marsh

Resolved

That the City Strategy Committee:

1. Accept the apologies received from Councillor Day and Councillor Sparrow for early departure.

Carried

1.3 Conflict of Interest Declarations

Councillor Young declared a conflict of interest in relation to traffic resolutions 121 – 19 and 122 – 19 of Agenda Item 2.1 Traffic Resolutions, and agreed not to participate in debate or vote on those parts of the item.

1.4 Confirmation of Minutes

Moved Councillor Pannett, seconded Councillor Gilbert

Resolved

That the City Strategy Committee:

1. Approve the minutes of the City Strategy Committee Meeting held on 5 September 2019, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

(Mayor Lester arrived at the meeting at 9:32 am)

1.5 Items not on the Agenda

There were no items not on the agenda.

1.6 Public Participation

1.6.1 Rowan McCaffery

Rowan McCaffery, on behalf of Petitioner Amanda Barber, spoke on an e-petition that raised safety concerns at the Station Road/ Burma Road intersection in Khandallah.

1.6.2 Cleve Cameron

Cleve Cameron spoke on Electric Mobility Network.

(Councillor Day left the meeting at 9:45 am)

(Councillor Sparrow left the meeting at 9:45 am)

1.6.3 Stephen McDougall

Stephen McDougall spoke to traffic resolutions 121-19 and 122-19 of Item 2.1 Traffic Resolutions.

1.6.4 E-Lyn Tan

E-Lyn Tan spoke to traffic resolutions 121-19 and 122-19 of Item 2.1 Traffic Resolutions.

1.6.5 John Bristed

John Bristed spoke to traffic resolutions 121-19 and 122-19 of Item 2.1 Traffic Resolutions.

1.6.6 Jeremiah McLanahan

Jeremiah McLanahan spoke to traffic resolutions 121-19 and 122-19 of Item 2.1 Traffic Resolutions.

Tabled Documents - Public Participation

Attachments

- 1 E-petition
- 2 Electric Mobility Network
- 3 E-Lyn Tan - TR 121-19 & 122-19
- 4 John Bristed - TR 121-19 & 122-19
- 5 Jeremiah McLanahan- TR 121-19 & 122-19

Note: In accordance with Standing Order 3.8.6, the Chair temporarily adjourned the meeting for morning tea at 10:12 am. The meeting reconvened at 10:31 am with all the members present.

2. Operational

(Councillor Marsh left the meeting at 11:00 am)

2.1 Traffic Resolutions

Moved Councillor Calvi-Freeman pro-forma, seconded Councillor Free

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Moved Councillor Calvi-Freeman, seconded Councillor Foster, the following amendment

Resolved

That the City Strategy Committee:

- 2A. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008, **with an amendment to the legal description of TR 121 – 19: Removal of No Stopping At All Times and Addition of Coupon Parking at McFarlane Street, Mt Victoria as follows: Column Three (on page 56 of the agenda) to read “Lower Part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerb line for 10 metres”.**

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

For:

Mayor Lester
Councillor Calvi-Freeman
Councillor Dawson
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Lee
Councillor Pannett (Chair)
Councillor Woolf

Against:

Councillor Calvert

Absent:

Councillor Day, Councillor Marsh and Councillor Sparrow

Majority Vote: 10:1

Carried

Note: Councillor Young had declared a conflict of interest and did not vote on this amendment.

Moved Councillor Calvert, seconded Councillor Dawson, the following amendment by way of addition

Resolved

That the City Strategy Committee:

3. Agree to receive the petition for Traffic lights on Burma Rd, noting that officers have agreed to complete a traffic assessment within six months which will include the nearby connecting roads of Baroda St (lower part), Boxhill (between Station Rd and Woodmancote Rd) and Station Rd, the adjacent pedestrian crossing and the new bus stops installed in 2018.

Carried

Moved Councillor Calvi-Freeman, seconded Councillor Free, the following substantive motion

Resolved

That the City Strategy Committee:

1. Receive the information.
2. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008, with the following amendment to the legal description of TR 121 – 19: Removal of No Stopping At All Times and Addition of Coupon Parking at McFarlane Street, Mt Victoria: Column Three to read “Lower Part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerb line for 10 metres”
3. Agree to receive the petition for Traffic lights on Burma Rd, noting that officers have agreed to complete a traffic assessment within six months which will include the nearby connecting roads of Baroda St (lower part), Boxhill (between Station Rd and Woodmancote Rd) and Station Rd, the adjacent pedestrian crossing and the new bus stops installed in 2018.

Carried

Note: Traffic Resolutions 121 – 19 (Removal of No Stopping At All Times and Addition of Coupon Parking at McFarlane Street, Mt Victoria) and 122 – 19 (No Stopping At All Times at McFarlane Street, Mt Victoria), as well as Traffic Resolution 127 – 19 (Metered mobility parking – displaying an operation mobility permit only, at all times, p120 Maximum) were voted on separately, and carried;

A division was called for Traffic Resolution 127 – 19, voting on which was as follows:

For:

Mayor Lester
Councillor Calvert
Councillor Dawson
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Lee

Against:

Councillor Calvi-Freeman

Councillor Pannett (Chair)
Councillor Woolf
Councillor Young

Absent:

Councillor Day, Councillor Marsh and Councillor Sparrow

Majority Vote: 11:1

Carried

3. Committee Reports

(Councillor Day returned to the meeting at 11:16 am)

3.1 Report of the Grants Subcommittee Meeting of 4 September 2019

Moved Councillor Free, seconded Councillor Pannett

Resolved

That the City Strategy Committee:

1. Agree to the revised purpose and criteria for the Built Heritage Incentive Fund in Appendix One.
2. Agree to the purpose and criteria for the new Building Resilience Fund in Appendix Two.
3. Agree that officers consider the implications for the Building Resilience Fund of supporting applications for geo-tech surveys of earthquake prone buildings.
4. **Note that Wellington City Council has an advisory service available for the owners of earthquake-prone buildings to receive advice about their obligations and the support available to them.**

Carried

Note: With the leave of the meeting, Number 4 was added to the original motion.

(Councillor Sparrow returned to the meeting at 11:17 am)

The meeting concluded at 11:18 am.

Confirmed: _____
Chair

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

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Business

Page No.

Tabled Documents - Public Participation

1.	E-petition	2
2.	Electric Mobility Network	3
3.	E-Lyn Tan - TR 121-19 & 122-19	25
4.	John Bristed - TR 121-19 & 122-19	29
5.	Jeremiah McLanahan- TR 121-19 & 122-19	32

e-petition

Intersection at Station road/Burma road-Box Hill intersection

This a petition to call the council to install traffic lights at the aforementioned intersection.

This intersection in Khandallah is notorious for congestion (especially during the school run hours). There are blind spots which kmake it hard to judge when it is safe to give way or turn right/left. There is the added danger for train passengers who use the station and families of the Little School, not to mention pedestrians. Having traffic lights installed at that intersection would make the traffic flow more regulated and safe for everyone.

**BIG STREET
BIKERS**

CARBON FREE CBD NOW.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Mercury 

SMALL SHIFT = BIG IMPACT



Objective

**SHIFT 5% OF
SHORT CAR TRIPS
BY CITIZENS & TOURISTS
TO BIKES**



Outcomes

- **SAVE 50,000 TONNES OF CO2**
- **SAVE \$37M IN KIWI'S FUEL BILLS**
- **116 DEATHS AVOIDED**
- **\$200M SAVED IN PUBLIC HEALTH**
- **A WHOLE NEW ELECTRIC INDUSTRY**

*Based on UoA Study 2010

LET'S DO THIS RIGHT.

WE'RE NOT A BIKE SHARE SCHEME. WE'RE CREATING:

- *Urban mobility 2.0.*
- *Structure for curbside clutter*
- *Conditions for a new street culture*
- *A locally owned and longterm solution*

INFRASTRUCTURE + CULTURE = IMPACT

CARBON

One ton of carbon saved each year from every car converted to e.biker

WELLBEING

Mental health - e.bikers are the happiest commuters.

Connection with each other, whenua, public amenities, our physical health.

Increases female access to biking - leading behaviour change.

WALLETS

e.bikers save over \$1000/year in on-road car costs.

In retail a car park delivers \$27/hour in business, compared to \$97/hour when converted to bike parking.

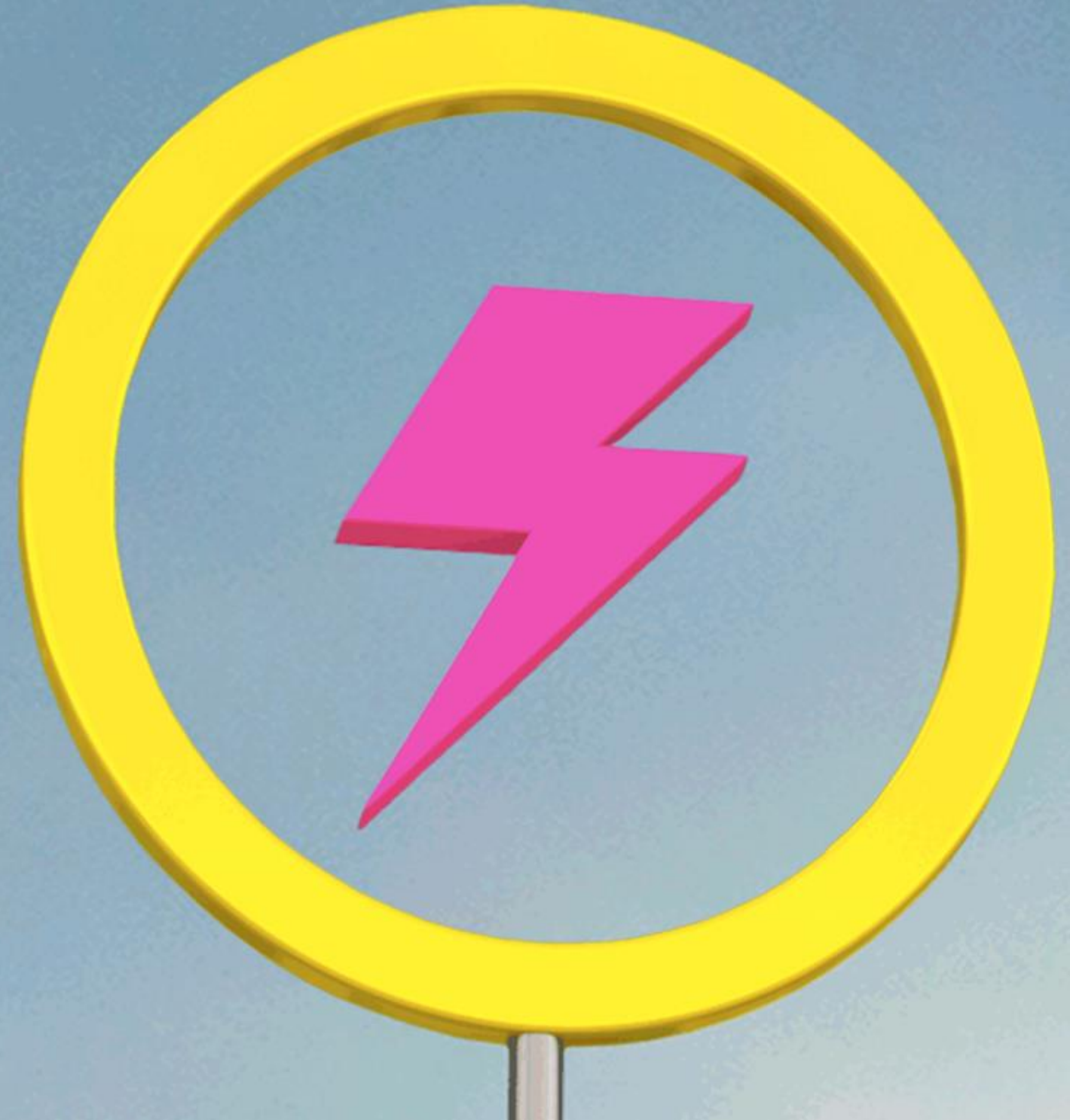
Transport equity - 10 e.bikers for the price of one EV

Introducing...

**ELECTRIC
MOBILITY
NETWORK**

OUR VISION:

**AN ELECTRIC
MOBILITY
NETWORK
FOR A
HAPPIER
HEALTHIER
AOTEAROA.**

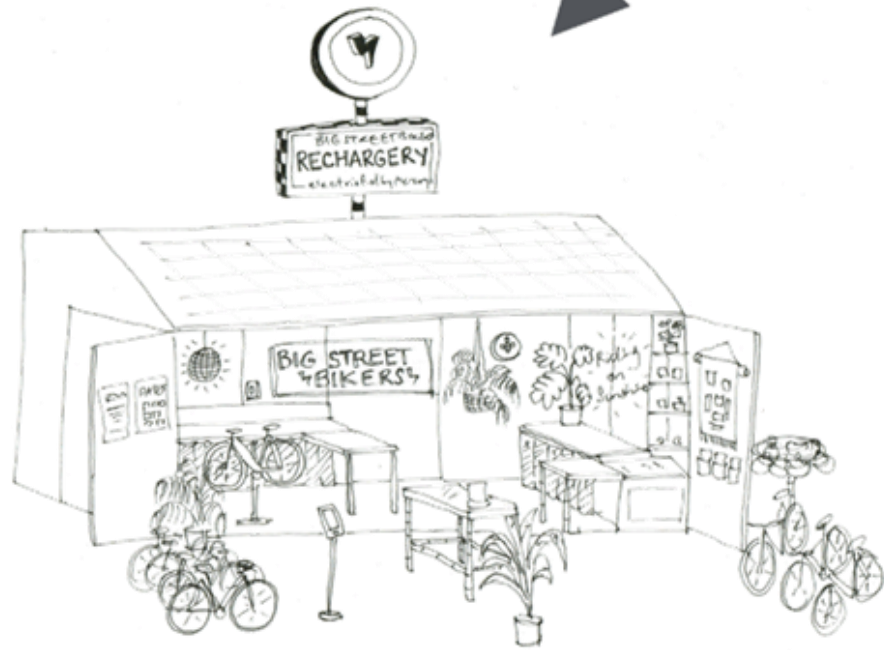


BIG STREET BIKERS



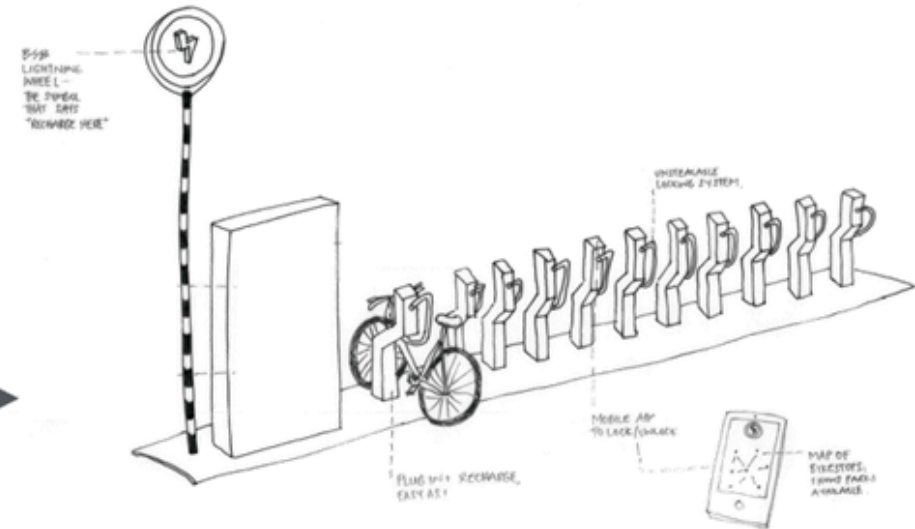
BIKERS

THE ELECTRIC TRIANGLE
Blueprint for carbon zero mode-shift.



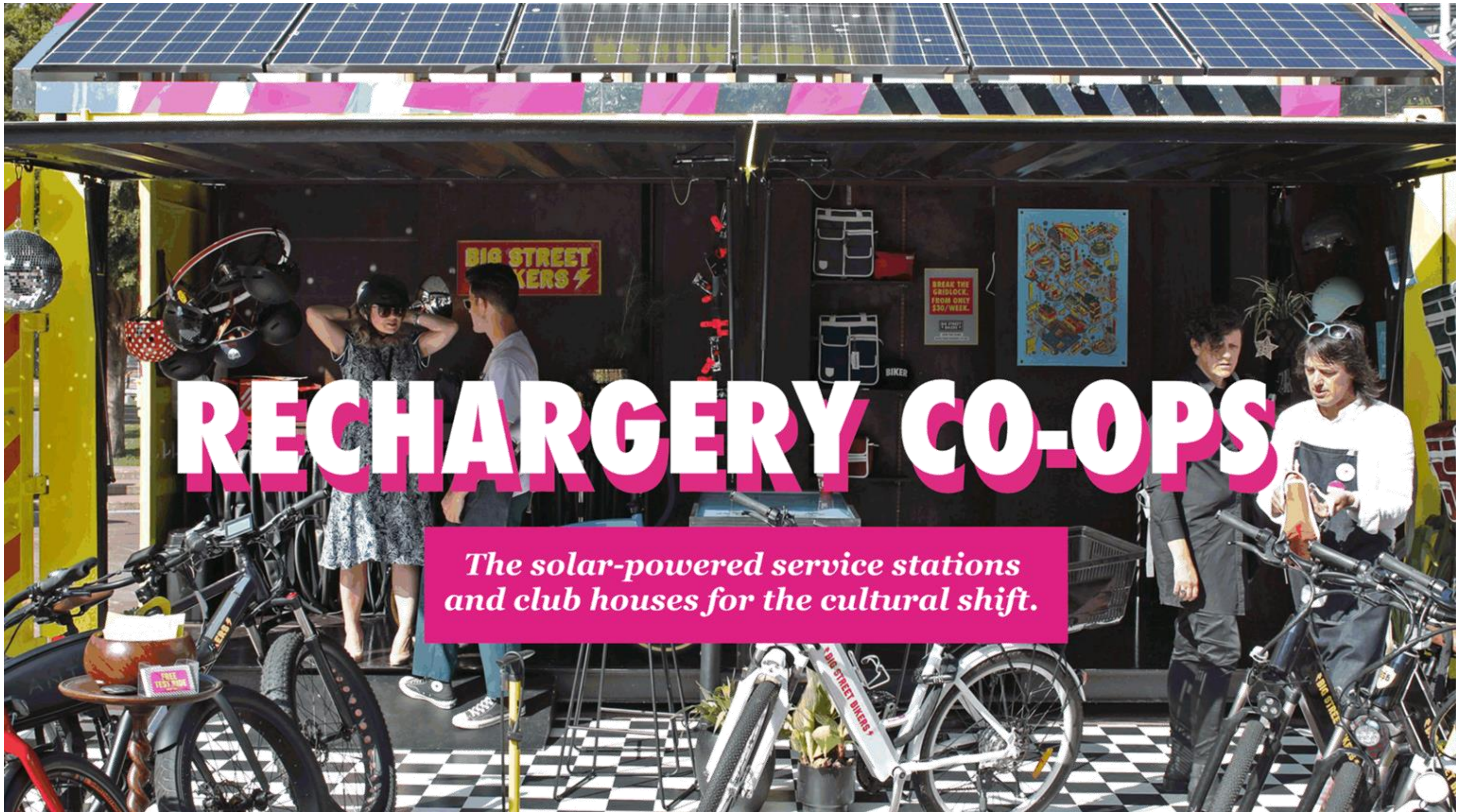
RECHARGER CO-OPS

Solar powered service stations for the electric life.



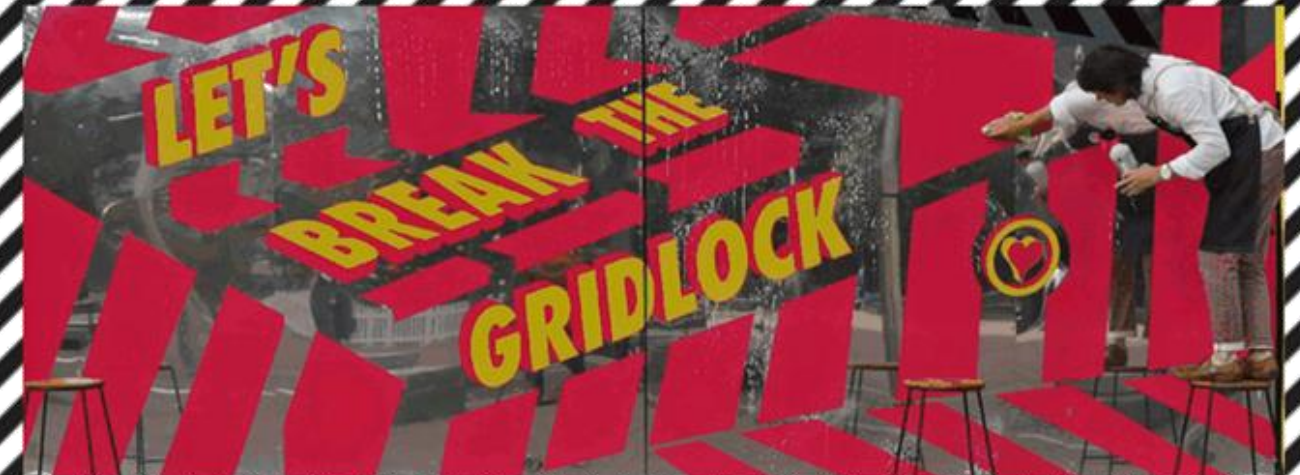
LOCKY DOCKS

Free public lock, dock & recharge.



RECHARGERY CO-OPS

*The solar-powered service stations
and club houses for the cultural shift.*



**BIG STREET
BIKERS**

**RIDE-TO-OWN
FROM
\$30 / WEEK**

*Affordable plans for commuters,
students, and businesses*



LOCKY DOCKS

*Free public
lock, dock
& recharge*

For any bike, e.bike, or
scooter. Simply download
the app and away you go!

PRECIS OF A LOCKY DOCK



Biker App

- Simply swipe the Biker App to unlock.
- Any bike can park freely and securely.
- See locations & available docks
- Bikepath maps

Digital Screen

Side One:

- Digital wayfinding.
- Mode-shift 'calls to action'
- Foundation Network Partners

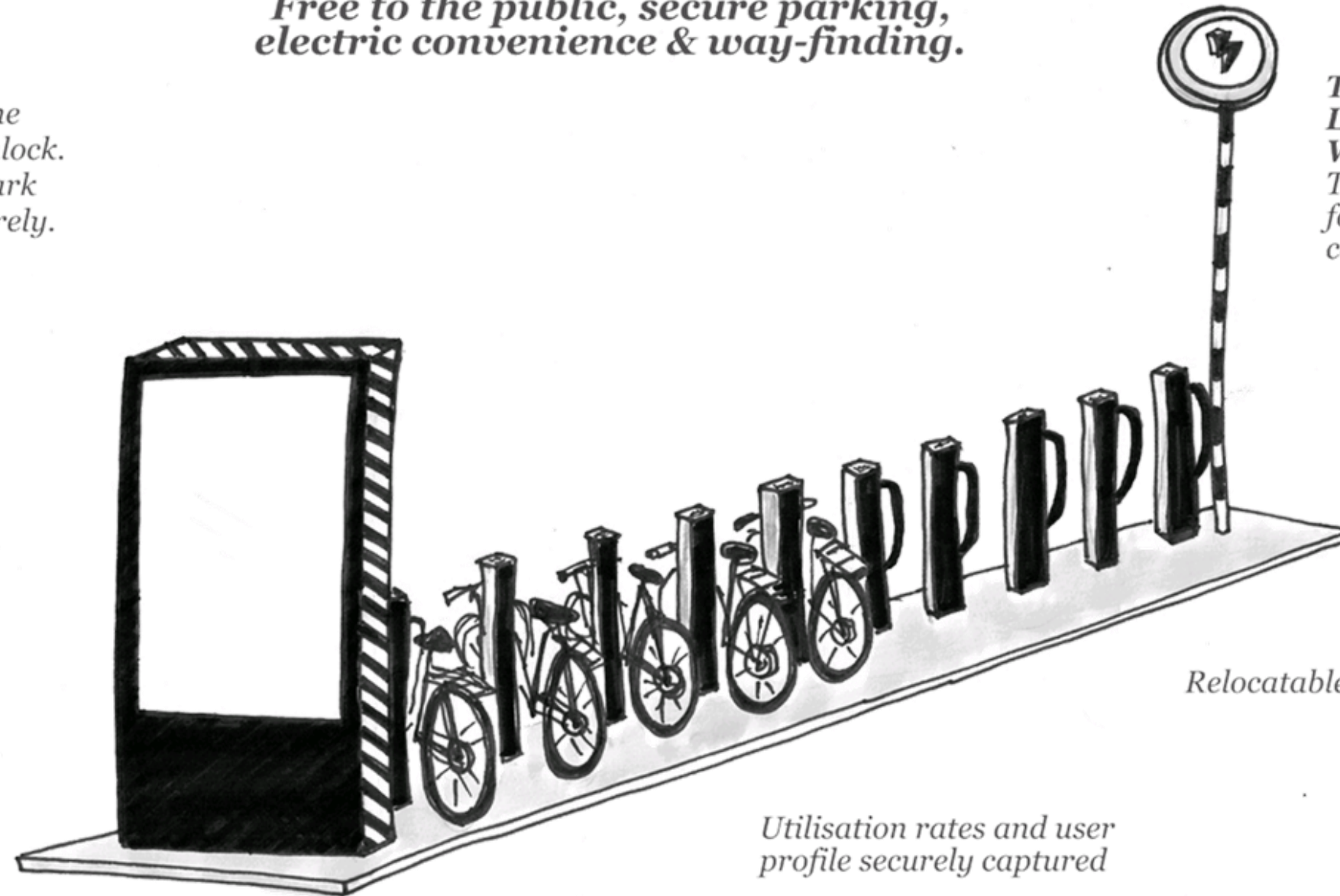
Side Two:

Advertising media helps subsidise the public utility.

*Free to the public, secure parking,
electric convenience & way-finding.*



*The
Lightning
Wheel
The symbol
for electric
convenience.*



Relocatable base.

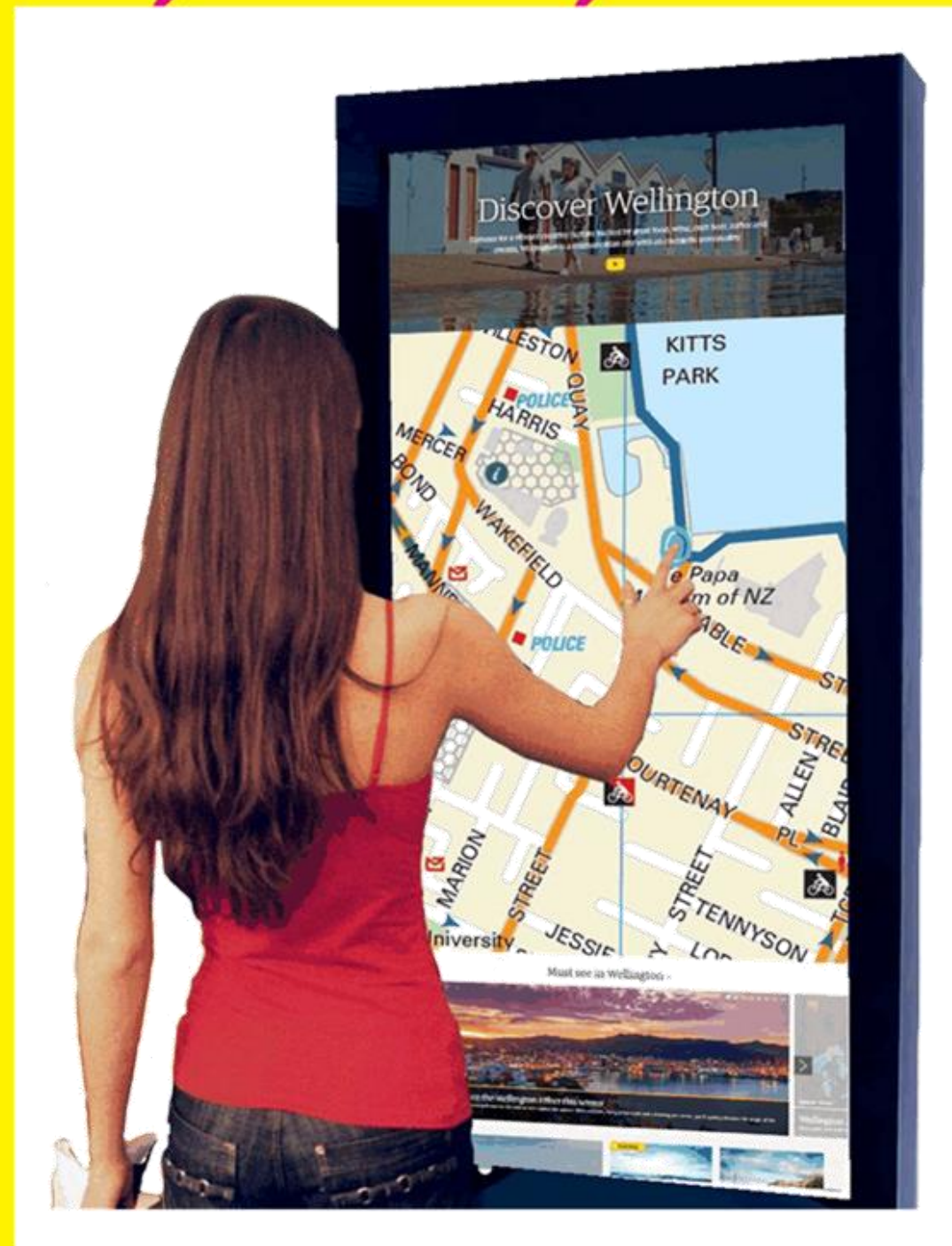
*Utilisation rates and user
profile securely captured*

SMART CITY BIKE PATH WAY-FINDING

Low awareness of bike paths is one of the biggest barrier to mode-shift.

Let's educate car commuters the safe routes to ride.

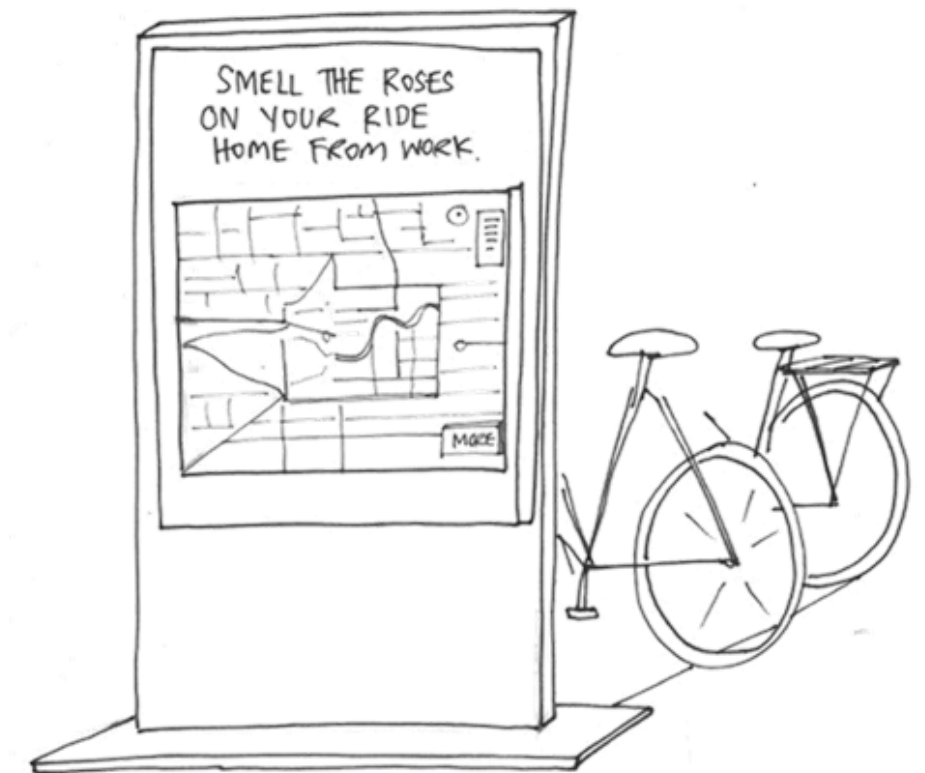
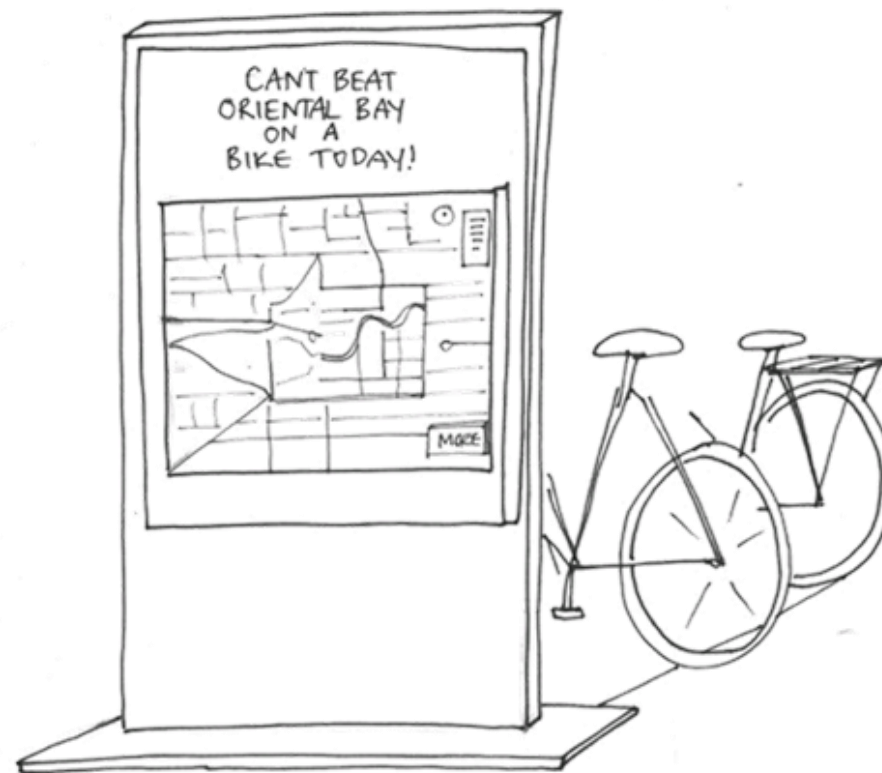
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke





MAPS & MODE-SHIFT MESSAGES

Targeting car commuters for carbon zero behaviour change.



**Absolutely Positively
Wellington City Council**

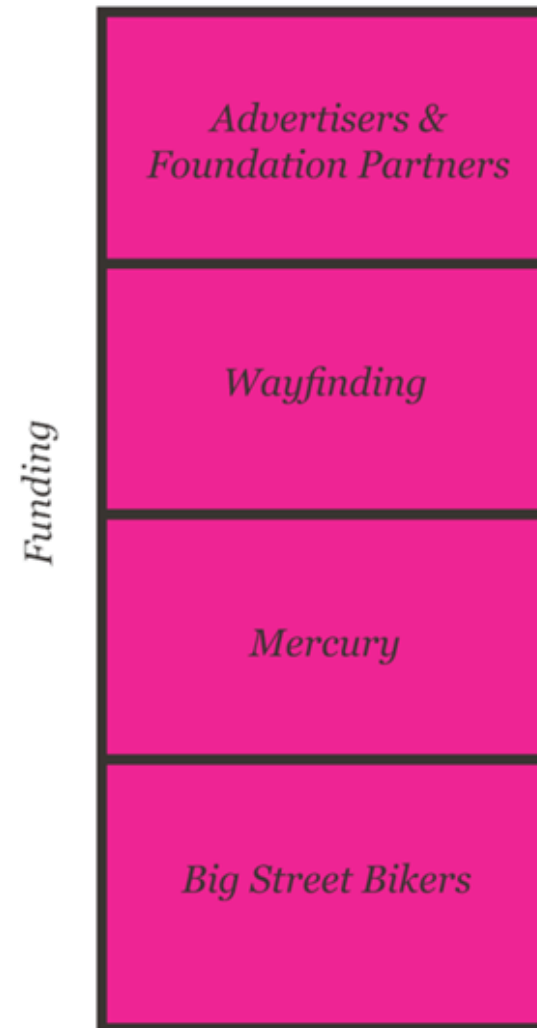
Me Heke Ki Pōneke

LOCKY DOCKS

Our business model:

- *low public investment*
- *free public utility*
- *advertising subsidised*
- *revenue share for property owners*
- *carbon zero comms channel*
- *civil emergency alerts*

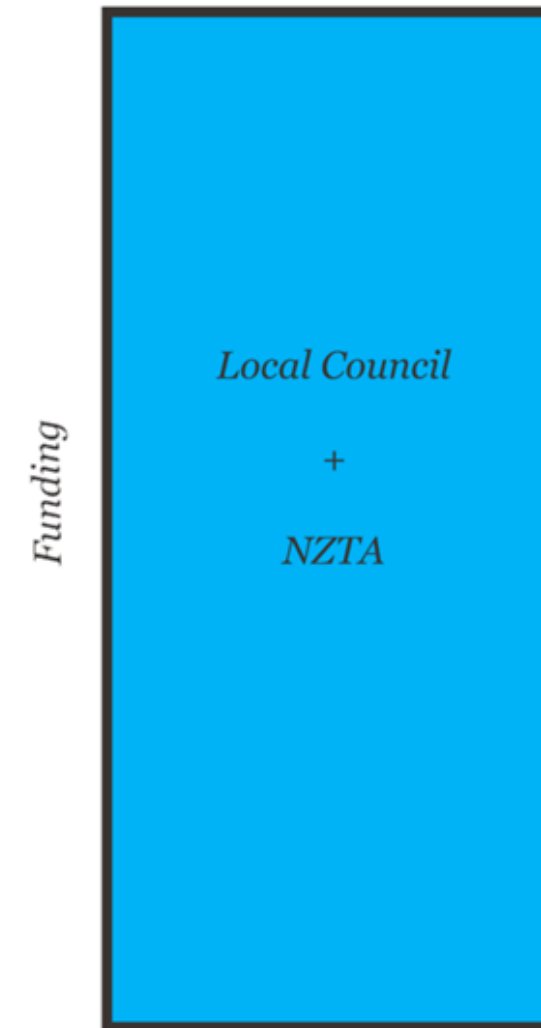
Capex/LockyDock = \$70k



LOCKY DOCK

*Fits 10 Bikes.
Free to public.
Releases the space of
10 car parks.*

Capex/Car park = \$60k

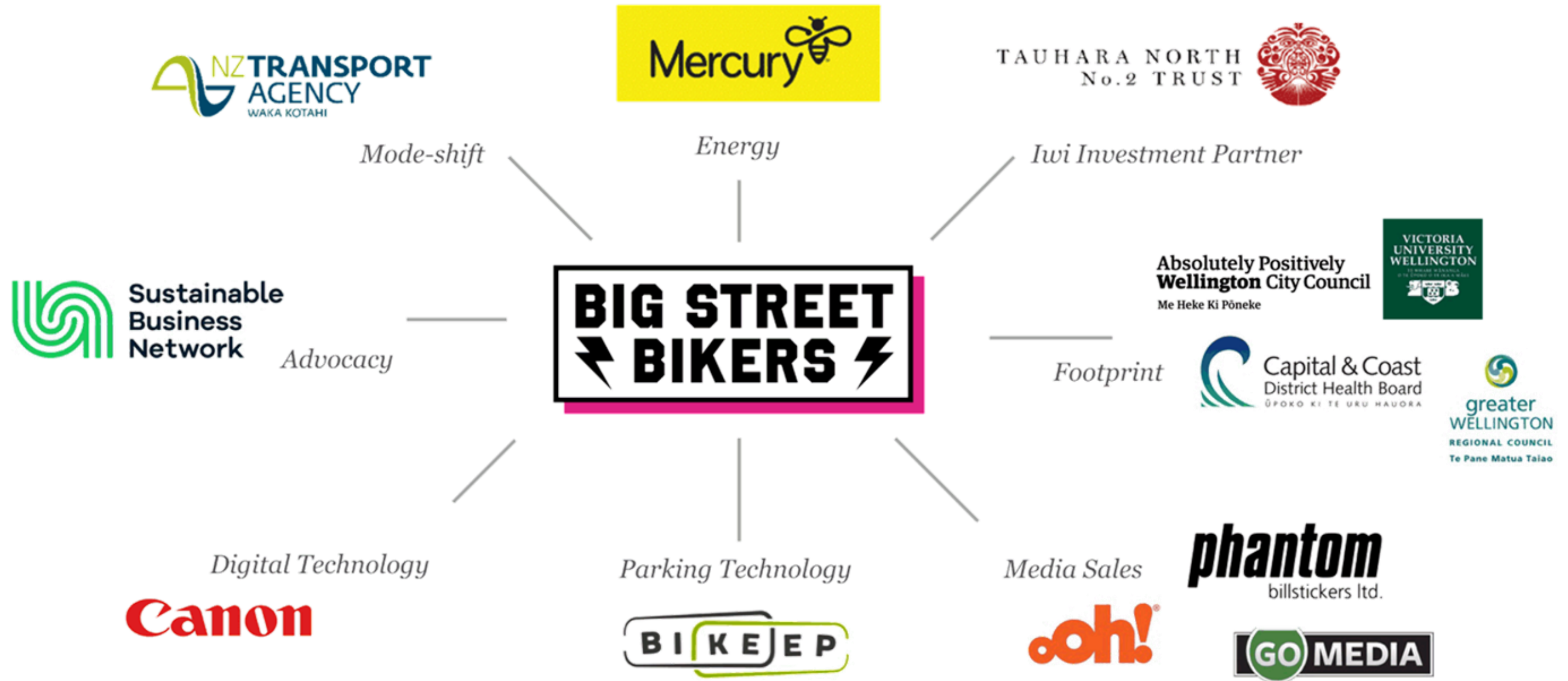


CARPARK

*Fits 1 car.
Metered parking.*



STRATEGIC PARTNERS





WELLINGTON CENTRAL NETWORK

STAGE 01
1 RECHARGER &
10 LOCKY DOCKS



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

STAGE 02
2 x RECHARGER &
25 LOCKY DOCKS

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



WHAT WE'D LOVE...

- 1. To work in partnership with WCC*
- 2. To have the way cleared for sites and consents*
- 3. To have WCC as founding partner for the Wellington Network*



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

BECOME A



**THE KIDS WILL
THANK YOU FOR IT.**



LET'S KORERO



**BIG STREET
BIKERS**

ANDREW CHARLESWORTH

027 492 9929
andrew@bigstreetbikers.com

CLEVE CAMERON

021 827706
cleve@bigstreetbikers.com

Access on Lower McFarlane Street

122-19 proposes to **ADD no-stopping lines**. Please vote **YES** as street is too narrow to allow both parking and traffic to pass. People who oppose this are not affected by the chokepoint. Residents at the end of the street need these lines for access to their homes.

121-19 proposes to **TAKE AWAY existing no-stopping lines**. Please vote **NO** for the following reasons:

- (1) Racism: neighbours who say "get out of our fucking country" and "go home, like really home" mean that the narrow street cannot be managed and sorted out between neighbours as WCC suggested previously.
- (2) Regulation: The road is too narrow - even with kerb infill, it is below the 5 m guideline in the WCC Code of Practice for Land Development (please refer to attachment)
- (3) Rude drivers: Cars can ignore sign to park on the kerb and block the road.
- (4) Reverse: Cars forced to reverse a long way along narrow road as there is continuous long stretch of parking and no place to pull over to let another car pass. One car cannot see the other car until they are both in the line of parked cars, as the road rises and then falls.
- (5) Residents change: Present residents don't want to use their garages but future ones might and would need access. Council needs to have a consistent approach.



E-Lyn Tan <elyn.jeremiah@gmail.com>

RE: WCC Code of Practice for Land Development Question about WCC document_20170918

Neil Johnstone <Neil.Johnstone@wcc.govt.nz>
To: E-Lyn Tan <elyn.jeremiah@gmail.com>

Mon, Sep 18, 2017 at 5:03 PM

Hi E-Lyn,

These are the standards used for new development. Many streets were built in the past before these current standards came into effect. However the current standards are useful for assessing and managing problems with existing streets. While Council does not have much money for improving the historical problems Council can sometimes add parking restrictions in public street situations. Council has less authority in private streets.

If you let me know your situation I can have our Traffic Engineers investigate.

Cheers,

Neil.

Neil Johnstone

Senior Engineer, Planning | Transport Assets | Transport & Waste Operations | Wellington City Council
P 04 803 8397 | M 021 227 8397 | F 04 801 3018
E Neil.Johnstone@wcc.govt.nz | W Wellington.govt.nz |

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From: E-Lyn Tan [mailto:elyn.jeremiah@gmail.com]
Sent: Monday, 18 September 2017 4:48 p.m.
To: Neil Johnstone
Subject: Re: WCC Code of Practice for Land Development Question about WCC document_20170918

Thanks Neil! Your reply is really helpful.

Just one more question, if you don't mind. And if you are not the right person to direct this additional question to, if you could let me know who is or which department is, that would be great!

PART C. ROAD DESIGN AND CONSTRUCTION

CONTENTS

OBJECTIVES	4
GENERAL PERFORMANCE CRITERIA.....	4
C.1 ROAD DESIGN.....	6
C.1.1 Road Categories	6
C.1.2 Road Widths	11
C.1.3 Road Network Pattern.....	13
C.1.4 Pedestrian Facilities	13
C.1.5 Cyclist Facilities	16
C.1.6 Public Transport.....	16
C.1.7 Tree Planting (Design)	17
C.1.8 Water Quality and Quantity	19
C.1.9 Traffic Calming Measures for Residential Areas	20
C.1.10 Intersections.....	23
C.1.11 Turning requirements	25
C.1.12 Gradients	26
C.1.13 Horizontal Curves	26
C.1.14 Vertical Curves.....	27
C.1.15 Superelevation	28
C.1.16 Rural Road Curvature and Sight Distance	33
C.1.17 Pavement Design.....	34
C.1.18 Safety Audit	35
C.2 CARRIAGEWAY CONSTRUCTION.....	35
C.2.1 Crossfall.....	35
C.2.2 Subgrade	35
C.2.3 Basecourse Layer.....	36
C.2.4 Kerb and Channel.....	36

District Plan Classification	Vehicle Category Infrastructure Classification	No. of units served	Traffic volumes (vpd)	Design Speed (km/h)		Road reserve width(m)	Min carriageway width (m)			Footpath number and width (m)	Berm (m) ^e	Min/max gradient	Normal camber	Max super elevation	
				Flat or rolling	Hilly		Parking ^a	Traffic Cycles ¹	Bus lane						Total
Primary	Motorway														
	State Highway														
	Arterial	>500	>7000	50	50	33	2x2.5 4x3.5	2x1.5	2x2.5	24	4x1.0	5% max. 0.4% min	3%	8%	
	Principal	>500	3000-7000	50	50	25	2x2.5 2x3.5	2x1.5	2x2.0	17	4x1.0	6.7% max. 0.4% min	3%	8%	
	Principal Road	Central City Golden Mile													
		Central City Business													
		Suburban Shopping Street													
	Principal														
	Collector Road	Residential	150-500	1000-3000	50	40	22	2x2.0 2x3.5	2x1.50	2x2.0	14	4x1.0		3%	8%
	Secondary	Collector Road	Industrial/commercial	>40	>1000			22	2x2.50	2x4.50	0	14	4x1.0		3%
Residential			75-150	500-1000	40	40	18	2x2.0	2x3.5	0	11	2x1.5	10% max 0.4% min	3%	7%
Industrial/commercial			-	200-1000			19	2x2.50			12	2x2.0		3%	6%
Sub-collector Road		Residential	40-75	250-500	40	40	18	2x2.0	2x3.5	0	11	4x1.0		3%	7%
		Industrial/commercial	20-40	200-500			18							3%	6%
Local Road		Residential cul de sac long (100-200m)	<40	<250	30	30	15	2x2.0	2x2.5	0	9	2x1.0 2x0.5		3%	6%
		Residential cul de sac small (<100m)	<20	<100	20	20	11	1x2.0 1x3			5	2x1.5		3%	
		Commercial (Parking Precinct)	-	<200	30	30	13.5 ³	1x2.5 2x3.0	0		8.5	2x1.5	10% max 0.4% min	2%	n/a
Local Road		Service Lane	-	n/a	n/a	n/a	7.0	0 ⁴	2x3.0		6.0	0		3%	
		Access only	-	n/a	n/a	n/a	3	0 ⁴	1x2.7		2.7	0		3%	n/a
	Small	1 to 3	n/a	n/a	n/a	5.5	1x2.0	1x3		5	0		3%	n/a	
	Large	4 to 6	n/a	n/a	n/a										
Rural 1															
Rural 2															
Rural 3															

Rural Roads shall have a 20m road reserve width (all levels) and shall be designed and constructed in accordance with the requirements of NZS 4404: 2010

Table 1: Road widths (refer to notes below)



Bristed submission to council parking 12.9.19.

Everyone who lives in McFarlane street knew it was narrow before they bought there. There are awkward streets like it all over Wellington. Lower McFarlane St is one and it has always been narrow.

The street is effectively one way – either in our out ... there is valuable parking along one side of the street.

Access is also awkward to single car garages which two of us have.

I mostly park outside rather than use it, accessing it in the narrow street means we'd we'd lose two or three car parks outside. I'd rather see them used.

So, the street is narrow, but this hasn't been a problem. *decent garages are less affected*

It has always been wide enough for trucks to back down to pick up or deliver goods, The rubbish truck does it ... every week. I took a snap of the truck there this morning.

When needed, residents have been happy to help each other, by moving their cars to allow big vehicle access such as when no 23 built new houses.

Most residents of lower Mcfarlane St found access to the street limited by his builders and often had to park elsewhere over the two years or more while the work was being done – as we'd also done earlier when no 19 was being rebuilt.

I've lived in Lower Mcfarlane st for nearly fifty years. Many people have come and gone, and on the whole we've been great neighbours.

That all changed since the owners of the new no 23 moved into their new house.

It seems their aim is to make the street their own front drive.

Their resource consent eliminated five on street car parks from near their 2 house development, but provided garages for four cars. Their guests have to park further up the street.

We didn't know then that they had no interest in the conciliatory and helpful attitude neighbours normally have for each other.

I continued to turn my car outside their new house which is where the whole world had been turning cars for at least the past fifty years

Unfortunately. the first thing I did was to back my car into their new garage door and so for the first time met ELynn Tan who lives there. I paid for damage to the door.

She has since emailed threatening me with trespass for driving too close to their garage.

We'd all noticed Ms Tan. When we're watching she creeps down the street ... even though there is ample space on each side of their BMW.

Perhaps on her behalf Ms Tan and her partner started on their project to clear cars from the rest of the street, the council will know about it.

Seemingly at the couple's demand, it eliminated five or six valuable car parks by 5,7,9, and 11 ... the area we're discussing which is way back towards the entrance of the street from 23.

The couple had discovered that that many years ago, the council had made that area of the street a no parking area, but it had never been marked as such.

Ms Tan's submission says that the markings have worn out.

To my knowledge that is not true.

There was no need to remove those parks.

For as long as I've lived there cars parked on that part of the street were little hindrance to any competent driver.

Recently the council had the bright idea of widening that part of the street. That's been done, and I hope those parks will be reinstated.

(The council could easily do the same with the car park outside no 17 where contrary to the Tr 122-19 information I can with some care park my large car to give at least 2.2metres clearance). It could easily be wider.

My impression is that the owner of no 23 wants the whole street to himself as his front drive.

More than that, on at least two occasions that I know of he has seemed threatening to neighbours.

On one of those occasions he turned up at my neighbour's door after midnight and banged on it so loudly that not only frightened the occupants, but also woke the neighbours.

He very loudly demanded the neighbour move his legally parked car.

He was asked to step off the property....

His actions caused at least 4 other Mcfarlane street residents to get out of bed to watch the performance, one even came down from Upper Mcfarlane anxious to keep the peace.

All describe the man's behaviour as threatening.

I wondered if he was trying to provoke my neighbour, because there in the background, was Elynn Tan videoing the action.

The police have a report of this incident.

1. So. the street is wide enough for the rubbish truck to back down every week as it always has. Service vehicles manage too.
2. It's narrow but we chose it and most are happy with it.
3. Parking is almost only used by Mcfarlane St residents and their guests
4. I support reinstating the parks as they've always been
5. There is no need to eliminate more car parks.
6. I wonder if the council might consider ignoring ELYN Tan and her partner's incessant complaints and applications for change.

Misconceptions around access on Lower McFarlane Street

1. “There is no problem with access on the street”

- There has already been an incident when an ambulance could not get down the street to attend to a sick child.
- Malcolm Small, born and bred in Wellington, lived on the street for 10 years and repeatedly complained about access issues before moving last year.
- On page 2 are two pictures, on different days just in June, when Council employees couldn't get down the street to pick up the recycling, and had to hand carry it.
- On page 3 is a delivery truck, for one of the people who claims there is no problem on the street, unable to make it to their house. They had to hand carry everything.
- We have plenty of other photos (for example, pages 4 and 5) and of course hundreds of times when we or other people trying to get down the road did not take photos.
- The traffic team was unable to go down the road to our house when they visited in August.
- SUVs are now the most popular selling vehicle in New Zealand; whatever the historical record was 10-20 years ago is irrelevant when larger and larger ‘cars’ park on the street, steadily making access worse.

2. “Parking is at a premium on Lower McFarlane Street”

- There are only 4 houses on Lower McFarlane without off-street parks
- According to WCC's own report, there are 10 parking spots for those 4 houses, not including those spots being discussed today.
- According to WCC's own report, which surveyed parking 11 times over 3 days in 2018, usage of those spots never exceeded 60% (and averaged under 50%).
- Excerpt of the WCC report on page 6.

3. “Lambton Quay Councillors live on similarly narrow streets and don't have a problem”

- Lower McFarlane Street – Under 4 meters in width in critical places
- Elizabeth Street – 7 meters in width
- Caroline Street – 8 meters in width
- Mortimer Terrace – varies, but where it is 4 meters there are lines on both sides. I asked under the OIA why those lines were put there, and the answer was because if a car parked on Mortimer Terrace in those narrow places, emergency service vehicles could not get by.

All we want is the same access for cars and ambulances and emergency service vehicles that other Wellington residents and their councillors enjoy.

20 June 2019. You can see the recycle truck 50 meters ahead, unable to get down the street.



Also 6 June 2019 (if you look carefully, you can see the cars blocking the way are different).



21 June 2019. Delivery vehicle cannot get down the street, unloads and walks it in for almost an hour.







Lower McFarlane Street Registration plate survey 26 -30th September 2018

Section	Location	Vehicle I/d	Wednesday 26 th September 2018					Thursday 27 th September 2018					Sunday 30 th September	Comments
			6am	9am	3pm	8pm	11pm	6am	9am	3pm	8pm	11pm		
A East side	Roxborough St to Boundary 5/7	A	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Residents Parking Number of spaces 6
		B	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		C	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		D	Non-resident	Non-resident	Non-resident	Non-resident	Non-resident	Non-resident	Non-resident	Non-resident	Non-resident	Non-resident		

B East side	Boundary 5/7 To Boundary 13/15	E	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Coupon parking	
		F	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		G	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		H	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		I	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		J	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
C/D East side	13/15 to 19/21 Opposite number 17	K	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Number of spaces 6	
		L	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		-	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
		M	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
E East side	19/21 to end	N	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Broken Yellow	
		Outside 21/23	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
F West side	Outside 21/23	N	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	One uncontrolled space	
		Outside 21/23	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident		
Total parked			8	5	4	6	6	6	6	3	2	5	5	3	

Key

Resident	Non-resident	Service
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