

By email

25 March 2025

Councillor Sarah Free
Chair
Koata Hātepe Regulatory Committee
Wellington City Council
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Kei te rangatira, tēnā koe,

WCC Regulatory Process Committee action to investigate reinstatement of parking on Glenmore St

It is with significant concern that we have been made aware that Wellington City Council's (WCC) Koata Hātepe Regulatory Processes Committee resolved on 27 February 2025 to reinstate parking on Glenmore Street and at the entrance to Karori Park.

The changes made on the Karori corridor as part of the WCC Karori Connections Programme have directly contributed to the improvement of public transport operations, customer experience and accessibility. Specifically, it is noted that this Programme has:

- Eased congestion on one of Wellington's busiest corridors by separating slow moving uphill cyclists from the general traffic lane which minimises delays to buses (increasing bus reliability), and safely divides traffic modes
- Supported capacity of the transport corridor leading to Karori, one of New Zealand's largest suburbs, including through the delivery of high-capacity bus stops (i.e. bus stops which that are long enough for two large buses or an articulated bus).
- Addressed the accessibility issues related to bus stops by ensuring that buses have adequate space to enter and exit bus stops (referred to as lead-ins and lead-outs) so that buses can stop flush with the footpaths; this is an essential for passengers with disabilities or mobility challenges (and is also beneficial for passengers with prams and pushchairs).
- Increased safety for all road users, through the improved lane widths for buses, reducing need for buses to cross the centreline.

We note that Greater Wellington has a Memorandum of Understanding and funding agreement with WCC in place as part of the wider Karori Connections Project; as part of this agreement we would expect any roading changes along the corridor that impact public transport should be aligned and agreed with Greater Wellington prior to proceeding.

We are concerned that delays or significant alterations to the completion of the previously adopted plan, which could result from re-visiting the previous WCC Council decisions, will likely have significant unintended consequences, particularly in accommodating Karori's significant public transport needs. Delays in the development of high-capacity bus stops currently planned on Glenmore Street and outside Karori Park, may lead to temporary or permanent removal of stops due to inadequate stop length, which are needed to enable future bus capacity (including the five electric articulated buses that are in the process of being ordered).

Greater Wellington supports WCC in the delivery of its strategic priority to transform Wellington City's transport system to move more people with fewer vehicles and proactively address the effects of climate change with urgency.

It is imperative that Greater Wellington and WCC work collaboratively together in any future design changes which may impact public transport prior to any traffic resolutions being proposed.

We look forward to continued collaboration, both at an officer and Council level to create a liveable and accessible City.

Ngā mihi



Daran Ponter
Chair



Thomas Nash
Chair, Transport Committee

Copy: Mayor Tory Whanau, Wellington City Council