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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

Time: 9.30am  
Date: Thursday, 5 April 2018  
Venue: Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**Business**

**Page No.**

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**Wellington**

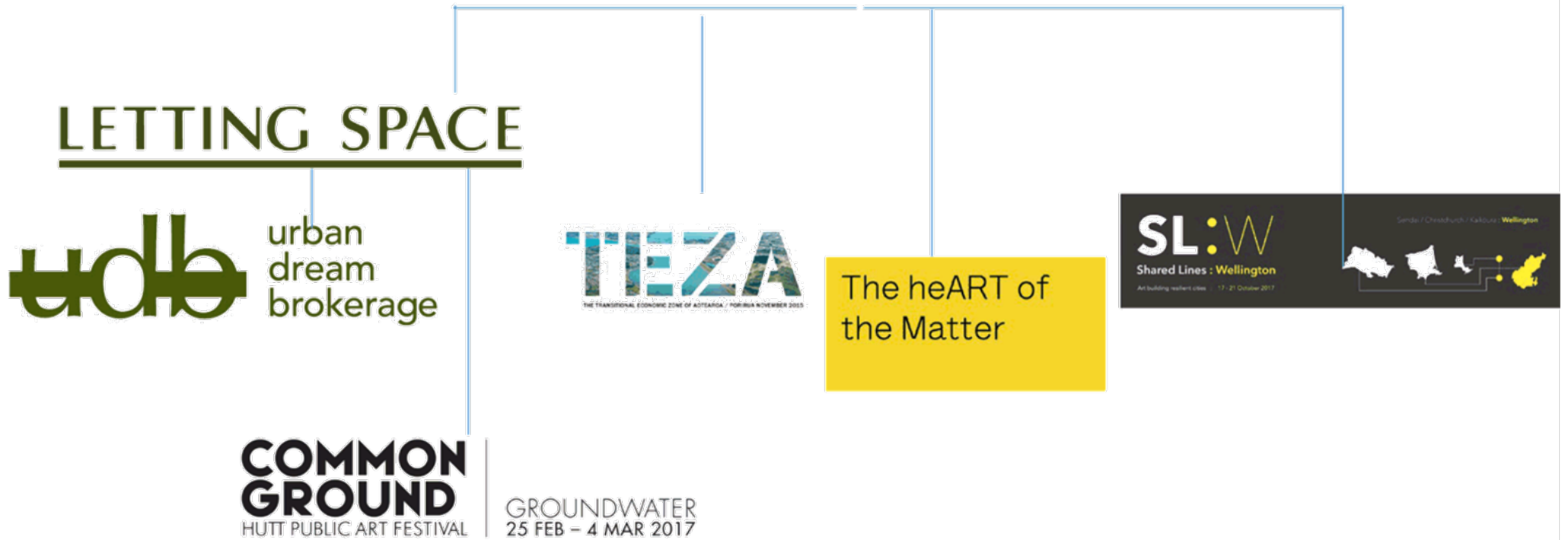
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| 1. Wellington Independent Arts Trust | 2 |
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**Traffic**

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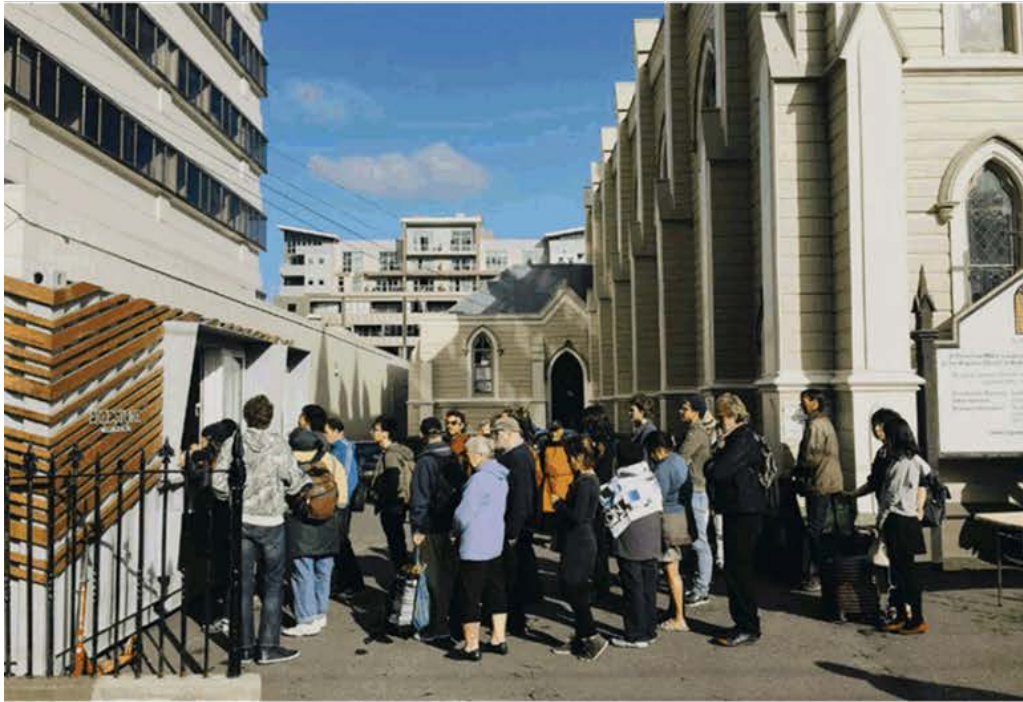
Wellington Independent Arts  
Trustees  
Gaylene Preston  
Sophie Jerram  
Mark Amery

## Wellington Independent Arts Trust





LETTING SPACE



## LETTING SPACE

Item Wellington Attachment 1







**We're calling for proposals for the temporary use of vacant retail space.**

**First proposal deadline:** 13 June 2014

**Contact:** [urbandreambrokerage@gmail.com](mailto:urbandreambrokerage@gmail.com)

Are you an artist, designer, business, community group or social entrepreneur with original ideas to present?

**Website:** [www.urbandreambrokerage.org.nz](http://www.urbandreambrokerage.org.nz)



urban  
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brokerage



Image credit:  
Gabrielle McKone  
From *The Waiting Room*  
by Victoria Singh

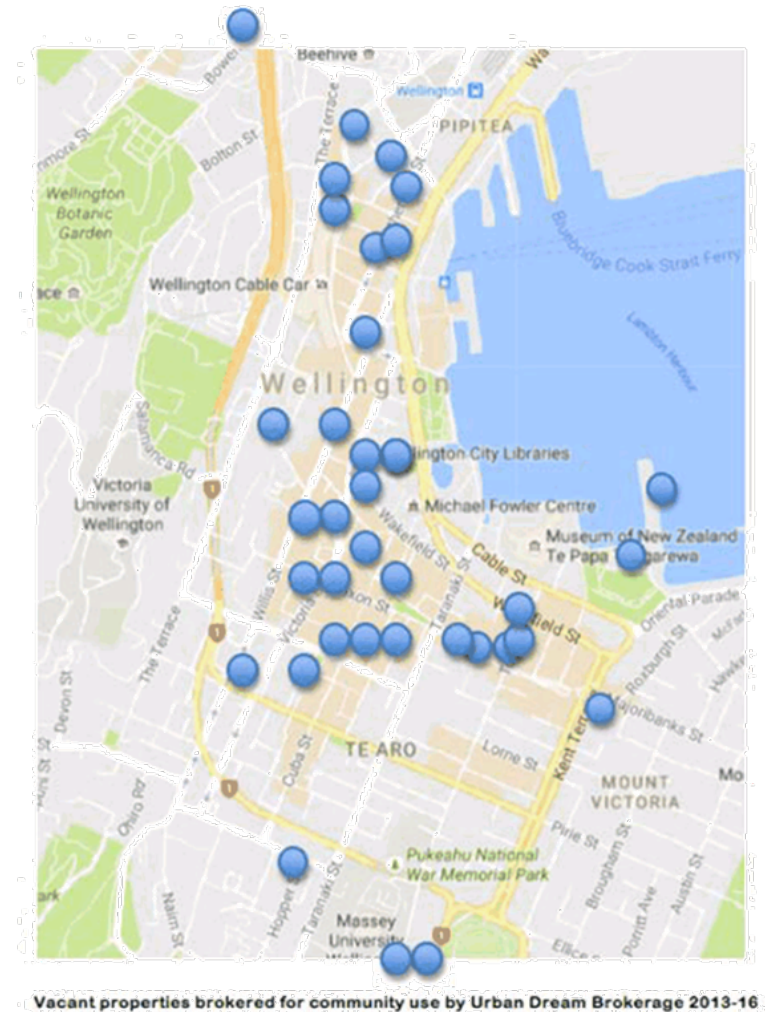




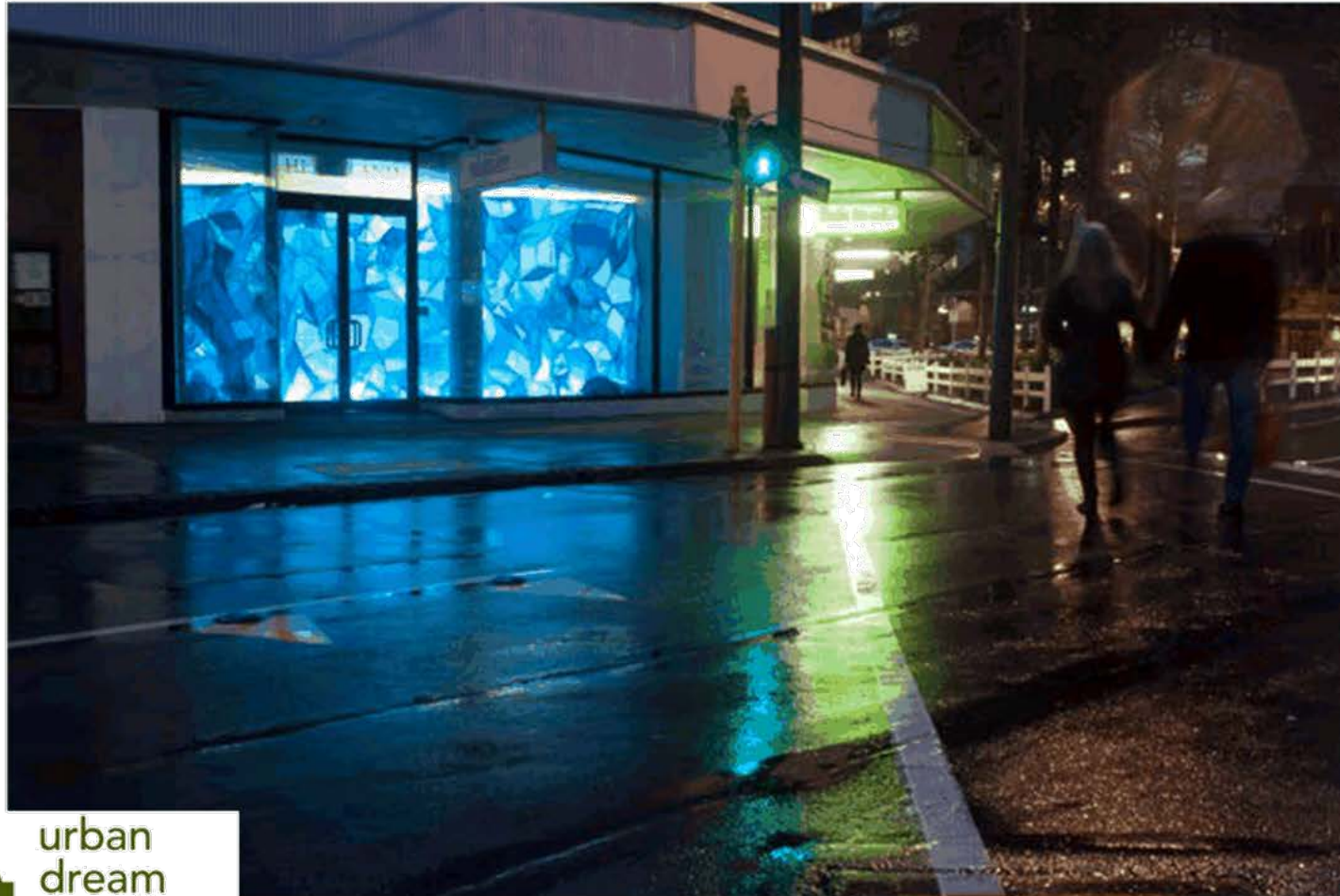
**61 innovative projects in vacant or underutilised commercial spaces in Wellington.**

**Working with 31 Wellington property owners**

**Over 100 projects placed nationwide in Wellington, Dunedin, Masterton and Porirua.**







**udb**  
urban  
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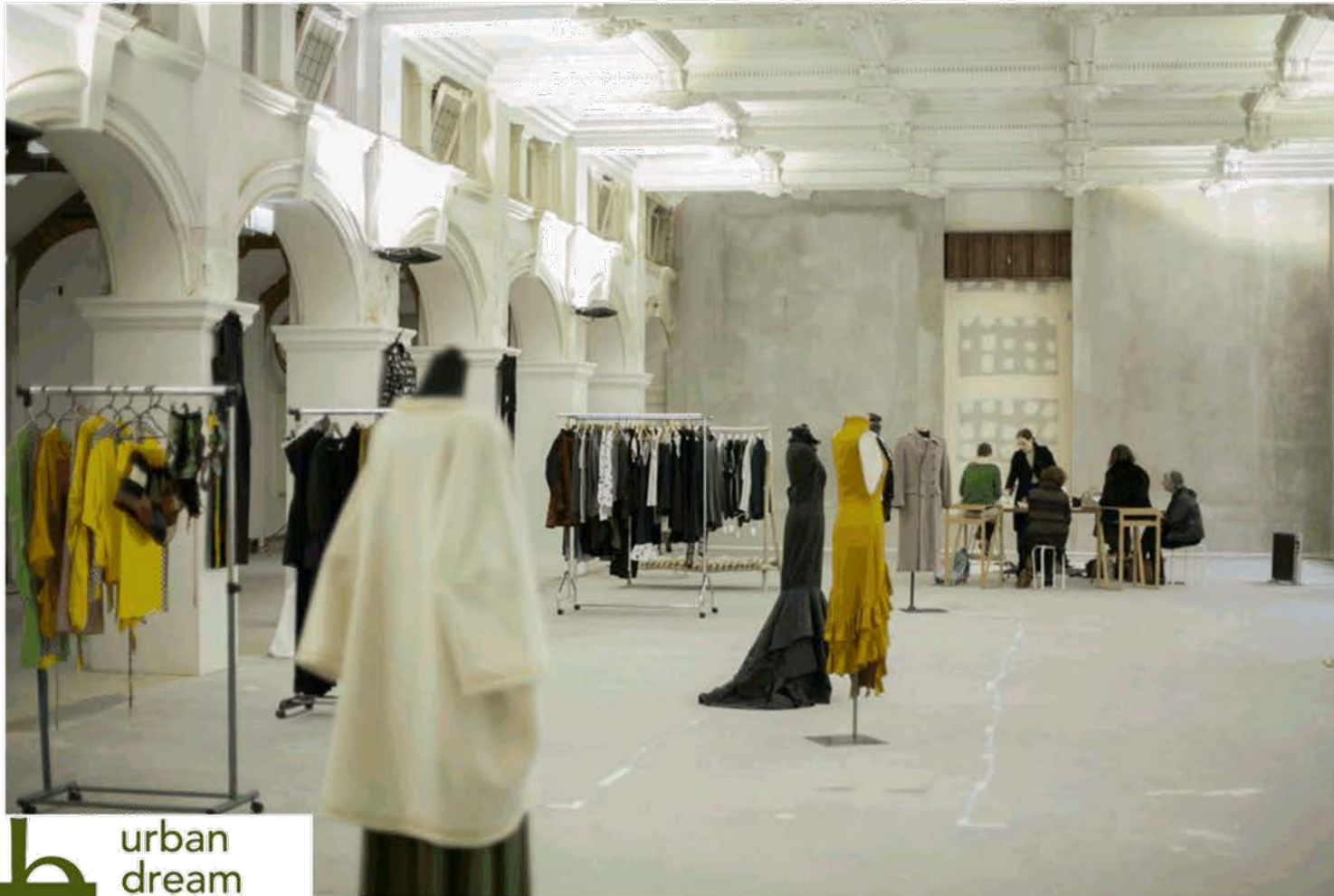


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Lower Hutt



Dunedin



Porirua



Masterton



**The Embedded Artist - a partnership project**  
**Pilot: Julian Priest with Carter Observatory**

www.dunedin.govt.nz/your-council/council-documents/policies/art-and-creativity

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**Council Documents**

**Art and Creativity in Infrastructure Policy**

[Listen](#)

*The purpose of this policy is to enable the consideration and development of proposals to embed good quality and cost-effective artwork and/or creativity in relevant DCC infrastructure projects.*

This page provides information and documents for the Art and Creativity in Infrastructure Policy.

**Policy Documents**

[Art and Creativity in Infrastructure Policy \(PDF, 117.1 KB, new window\)](#)

The purpose of this policy is to enable the consideration and development of proposals to embed good quality and cost-effective artwork and/or creativity in relevant DCC infrastructure projects.

Name
Art and Creativity in Infrastructure Policy



Rolling out a  
decade of culture  
for Wellington

Thanks

**CITY STRATEGY COMMITTEE**  
5 APRIL 2018

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

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**ORDINARY MEETING**

**OF**

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**ITEM NOT ON THE AGENDA**

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CITY STRATEGY COMMITTEE  
5 APRIL 2018

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

Item 2.1

3 April 2015

Memo To: Mayor and Councillors  
Memo From: Democracy Services  
Subject: **CITY STRATEGY COMMITTEE – 5 APRIL 2017 – ITEM NOT ON THE AGENDA**

**1. Traffic Resolutions – Bus Stop Changes – Kanpur Road, Broadmeadows**

A report titled Traffic Resolutions - Bus Stop Changes – Kanpur Road, Broadmeadows is attached to be considered as a major late item at this meeting.

In accordance with section 46A(7) of the Local Government Official Information and Meetings Act 1987 and Standing Order 3.9.5, a procedural resolution is required before a major item that is not on the agenda for the meeting may be dealt with.

In accordance with section 46A(7)(b)(i) the reason why the item was not on the agenda is because at the time of completing the agenda this report was not yet available.

In accordance with section 46A(7)(b)(ii) the reason why discussion of this item cannot be delayed until a subsequent meeting is because on 15 March the CSC agreed to an amendment deferring this item for "no more than 3 weeks, to allow for consideration of the relevant bus stop and bus route issues", and to delay the report further would not be consistent with the agreed timeframe within the recommendation.

Recommendation

**That the item regarding Traffic Resolutions - Bus Stop Changes – Kanpur Road, Broadmeadows be considered at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable the matter to be decided within the agreed timeframe.**

**CITY STRATEGY COMMITTEE**  
5 APRIL 2018

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

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**2. Operational**

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**TRAFFIC RESOLUTIONS - BUS STOP CHANGES - KANPUR ROAD, BROADMEADOWS**

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**Purpose**

1. To seek Committee approval to withdraw a recommendation to create a bus stop on Kanpur Road, Broadmeadows (TR 08-18), in Wellington City as earlier proposed to progress the implementation of the new Wellington Bus Network.

**Summary**

2. The implementation of a bus stop on Kanpur Road, Broadmeadows near Jaunpur Crescent was proposed as part of the bus stop changes required for the implementation of the new Wellington Bus Network in July 2018. This was the last stop requiring approval in the Broadmeadows loop to enable bus services to be run both ways between the City and Johnsonville.
3. Previous attempts to find a suitable location on Kanpur Road in the vicinity of Jaunpur Crescent have met with opposition from residents in the area. The report tabled at the 15 March Committee was a culmination of consultation on a number of different sites with a recommendation that a bus stop be sited outside 88 Kanpur Road. Although this was objected to by the adjacent resident, it is the best location for the safe operation of the service and to meet the needs of the users in this catchment.
4. Councillors questioned the need for the bus service to run both ways on the Broadmeadows loop and therefore the need for the bus stop, particularly because of public opposition to the creation of the bus stop.
5. The report was laid on the table to give Greater Wellington Regional Council officers time to respond.
6. Greater Wellington Regional Council have asked for the application for the bus stop to be withdrawn and will instead monitor the need for this stop once the new two way service is operating from 15 July this year.

**Recommendations**

That the City Strategy Committee:

1. Receive the information.
2. Agree to withdraw recommendation 2h. - Kanpur Road, Broadmeadows (TR08-18) New Bus Stops, of Report 3 Traffic Resolutions – Bus Stop changes to City Strategy Committee on 15 March 2018.

**Background**

7. The implementation of a bus stop on Kanpur Road, Broadmeadows near Jaunpur Crescent was proposed as part of the bus stop changes required for the

CITY STRATEGY COMMITTEE  
5 APRIL 2018

implementation of the new Wellington Bus Network in July 2018. This was the last stop requiring approval in the Broadmeadows loop to enable bus services to be run both ways between the City and Johnsonville.

- 8. Previous attempts to find a suitable location on Kanpur Road in the vicinity of Jaunpur Crescent have met with opposition from residents in the area. The report tabled at the 15 March committee was a culmination of consultation on a number of different sites with a recommendation that a bus stop be sited outside 88 Kanpur Road. Although this was objected to by the adjacent residents it is the best location for the safe operation of the service and to meet the needs of the users in this catchment.
- 9. Councillor questioned the need for the bus service to run both ways on the Broadmeadows loop and therefore the need for the bus stop particularly given the public opposition to the creation of the bus stop. Greater Wellington Regional Council officers' were asked to provide the logic for the two way service and whether the service could operate as it currently does in a clockwise direction only.
- 10. The resolution for TR 08-18 Kanpur Road, Broadmeadows was laid on the table for 3 weeks giving time for Greater Wellington Regional Council to respond.

**Discussion**

- 11. Greater Wellington Regional Council held a number of workshops to develop service options for Khandallah, Ngaio and Broadmeadow communities throughout 2014 which resulted in 3 options being consulted on. 5,500 households were delivered material with 551 responses being received. From this community consultation it was identified that a two way option through Broadmeadows was preferred.
- 12. It is recognised international best practice to separate opposing services and elsewhere in the Wellington network where one way loops have been operating, these have been eliminated in the new network. Another example of where this will happen is on the Newlands Service. The only one way loops that will exist once the new network is operational are those at the terminal end of peak hour services.
- 13. Greater Wellington Regional Council are now committed to running a two way service through Broadmeadows which is supported by the contracts they have let to new operators and the material they have prepared for new routes which will come into effect from 15 July.
- 14. On the basis this is the only location on the route without an approved bus stop, Greater Wellington Regional Council have advised that they wish to withdraw their application and will monitor the effect this has on customers. This will give time to also monitor the effects of the two way service. In the event that customers are unhappy about walking to either of the adjacent stops then this can be assessed together with the overall benefits of the route changes.

**Next Actions**

- 15. Officers will continue to work with Greater Wellington Regional Council to monitor the effects of the new services with the view to bring any issues back to Committee for information and action as appropriate.

**Attachments**

Nil

Author	Stephen Harte, PM: Transport Network Development
Authoriser	David Chick, Chief City Planner

**CITY STRATEGY COMMITTEE**  
5 APRIL 2018

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**SUPPORTING INFORMATION**

**Engagement and Consultation**  
Not applicable

**Treaty of Waitangi considerations**  
There are no Treaty of Waitangi implications

**Financial implications**  
There are no unforeseen costs associated with this work. It is anticipated project costs will be covered by GWRC.

**Policy and legislative implications**  
This is consistent with the Council's policies of encouraging and supporting the use of public transport.

**Risks / legal**  
There are no legal risks. There is however an organisational reputation risk for both the City Council and Greater Wellington Regional Council if bus stops and associated infrastructure is not operational for the start of new bus services in July 2018.

**Climate Change impact and considerations**  
Providing good public transport and facilities will encourage the use of public transport which will have a positive impact on the environment by reducing emissions.

**Communications Plan**  
Not applicable

**Health and Safety Impact considered**  
All projects will be developed with a safety in design approach.