

ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

AGENDA

Time: 9:30am
Date: Thursday, 3 September 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The role of the Strategy and Policy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas covered in the Long-Term Plan (Governance, Environment, Economic Development, Cultural Wellbeing, Social and Recreation, Urban Development and Transport) with particular focus on the priority areas of Council.

The Strategy and Policy Committee works closely with the Annual Plan/Long-Term Plan Committee to achieve its objective.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 8 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka 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

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
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!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 20 August 2020 will be put to the Strategy and Policy Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Strategy and Policy Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Strategy and Policy Committee.

Minor Matters relating to the General Business of the Strategy and Policy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Strategy and Policy Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

REPORT BACK ON E-PETITION TO PEDESTRIANISE COURTENAY PLACE

Purpose

1. This report asks the Strategy and Policy Committee to consider the response to the request made by e-petitioners to pedestrianise Courtenay Place.

Summary

2. On 4 June 2020 an e-petition was received from Sean Murrie, Director - The Malthouse via the Change.org website to highlight to Council, the strong support of both the local and wider communities to trial a collaborative approach to closing off (all or part) of Courtenay Place.
3. It was requested that in considering the request outlined in the Change.org petition, officers would prepare this report that considers the proposal in light of a range of considerations.
4. This report provides a summary of those considerations, and provides a recommendation.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree that the option to pedestrianise Courtenay Place needs to be considered by Let's Get Wellington Moving (LGWM) as a part of the city wide consultation on the Golden Mile options.
3. Note that as it currently stands the Golden Mile options proposals do not include an option which proposes a full pedestrianisation of Courtenay Place.
4. Note that GWRC and WCC officers do not recommend a full pedestrianisation because of the effects on our public transport network and street safety.
5. Note that officers have reinitiated the night time forum.

Background

5. On 4 June 2020 an e-petition was received from Sean Murrie, Director - The Malthouse via the Change.org website to highlight to Council.

6. As at the time of writing this report (27 August 2020), the Change.org e-petition was still open, with 1095 signatories. Due to the nature of the Change.org e-petition service it is not possible to authenticate the signatories both in terms of confirming individuals, nor place of residence.
7. The petitioner highlighted "It is a novel time to trial such an opportunity, that could create very positive outcomes in terms of not only helping hospitality and other small businesses, but also help transform Courtenay Place into an area the city can be truly proud of..." and as such Council was asked to investigate a move to close off (i.e. pilot a temporary closure of) Courtenay Place.
8. It was requested that in considering the request outlined in the Change.org petition, officers would prepare a report that considers the proposal in light of a range of considerations, including but not limited to the following:
 - Alignment with the current LGWM Programme and improvements proposed for the broader Golden Mile corridor which includes Courtenay Place
 - The outcomes and information gained from the temporary one-off closure of Courtenay Place during the weekend of Friday 22 May / Saturday 23 May at a cost of approximately \$25k
 - Information and comment from Greater Wellington Regional Council in regards to the implications for the public transport bus operations
 - A recognition that any intention to expand the footprint of a premises for the purposes of drinking alcohol can only be realised by submitting a formal application to change the conditions of an existing alcohol licence. An analysis of the pros and cons of longer term or permanent closure of Courtenay Place, including parking revenue and other operational issues

Discussion

Officers' Response/Proposal

9. The following paragraphs address the above considerations, and provide an update on engagement with Business Owners. A recommendation for next steps is provided at the end of this report.

Alignment with LGWM Programme

10. The e-petition asks for the Council to investigate a trial to remove traffic from Courtenay Place on weekends, and possibly week-long in the future. Let's Get Wellington Moving (LGWM) has just completed community consultation (concluded 9 August 2020) on three concepts to improve the Golden Mile including Courtenay Place.
11. All concepts retain the existing bus routes through Courtenay Place. 'Concept 3: Transform' would maximise pedestrian space on Courtenay Place with the only traffic space being two bus lanes. As such pedestrianisation of Courtenay Place does not align with the LGWM programme.

Insights from the temporary one-off closure of Courtenay Place

12. The information gained from the temporary closure of Courtenay Place on 22-23rd May provided some key insights.

13. Removing access for transport and car parking down Courtenay Place was found to only move traffic and parking pressures into smaller streets on either side of Courtenay Place.
14. There was also the requirement to move bus stops to other locations and a permanent move would place significant pressure on other road corridors for both Public Transport (PT) and other vehicle requirements as well as create confusion for PT patrons if there were different stops in the weekend and on week days.

Comment from Greater Wellington Regional Council

15. Nearly all the infrastructure in Courtenay Place is owned by Wellington City Council with the exception of real time information (RTI) and other timetable signage. Lots of services from the Hutt and Newlands terminate and commence from Courtenay Place as it is a major bus hub; there is a bus layover location which would also be impacted. If this space was lost, a large space to layover buses would be required with no obvious alternatives at this point. This would likely result with buses parking on side streets, similar to the impacts experienced on Reef Street.
16. Assuming there was an alternative, significant changes to the network would be required to accommodate the lack of ability to start and end services at Courtenay Place. Costs are unknown, but are likely to be high.
17. Courtenay Place is part of the major PT spine and services the very patrons the bars want to attract. As such, careful consideration would need to be given to where sober patrons would be dropped and the intoxicated ones collected in the least disruptive manner to the rest of the central city and with all the moving of critical infrastructure.

Licensing considerations

18. In order to expand the footprint/area of a premise for the purposes of drinking alcohol, businesses would need to apply for a variation to the conditions of their alcohol licence. If the expansion requires building work, building consent is also required before an application for a variation can be lodged.
19. In addition, to use a footpath or public property for outdoor seating for patrons, an application for a Pavement Permission would also be required.
20. Officers are currently looking at updating the Trading in Public Places and Footpath Management Polices to encourage a dynamic and vibrant central city and ensure that there is the appropriate space for both businesses and people in our public realm and enable accessibility.

Pros and cons of longer term or permanent closure of Courtenay Place

21. Many of the costs and benefits of removing general traffic from Courtenay Place are detailed in the [Golden Mile Short List Report](#) (June 2020).
22. Currently the street level spaces along the eastern end of Courtenay Place are predominantly bars and restaurants as well as takeaway businesses. These cater for the night time economy and are mainly shut during the day. Officers are wary about how

well a full pedestrianisation of this end of Courtenay Place would work during the day and after the bars shut from a Crime Prevention Through Environmental Design (CPTED) and vibrancy perspective.

23. Courtenay Place is an area of CPTED concern, as intoxicated patrons end in brawls on the street. A full pedestrianisation will most likely reduce levels of safety, as it will remove passing through traffic and sober eyes on the street in the early hours of the morning.
24. A full pedestrianisation would also make it harder for Police and Emergency Vehicles to access incidents.
25. Assuming LGWM's 'Concept 3: Transform' is adopted, but with full removal of bus services, the pros and cons are:

Pros	Cons
<ul style="list-style-type: none"> • A larger pedestrian area and less risk of injury to intoxicated patrons straying onto the street • Street changes for bicycles and other active modes to improve their 'levels of service' and safety, as per the Council's Cycleways Programme • Opportunities to shape places along Courtenay Place for people to enjoy • Opportunities for increased retail, for example pop-up shops • Air and noise quality would improve, though this will happen over time anyway as Wellington is building up an all-electric bus fleet 	<ul style="list-style-type: none"> • CPTED and general safety concerns • Reduced vibrancy and activity in the area during the day • Diverting bus routes around Courtenay Place: <ul style="list-style-type: none"> ○ The overall time benefits of bus infrastructure improvements along the Golden Mile and elsewhere would be reduced – this would be a significant cost which would be borne by public transport users ○ New bus lanes would likely be needed, replacing general vehicle lanes ○ The feasibility of the routes would need investigating, including for double decker buses ○ Potential additional operating cost for buses due to increased journey time and service kms ○ Higher costs in terms of increased travel time for all users of the road network ○ Higher cost of infrastructure improvements to support new bus corridor ○ Cost and time to rework the Golden Mile business case to include new bus route assessment. • May reduce access for public transport users to businesses and activities along Courtenay Place • May impede service access for shops/businesses on Courtenay Place

26. LGWM is also preparing a short-list of routes for Mass Rapid Transit through central Wellington. These route options may be partly dependent on the outcome of the Golden Mile consultation.

Engagement with Courtenay Place Business Owners

27. LGWM Officers proactively met with those business owners who submitted the original e-petition on 24 July to discuss their concerns, as well as the concepts that are being put forward as part of the Golden Mile public consultation.
28. It was a positive meeting and the e-petitioners were advised that the Golden Mile consultation was extended through to 9 August providing them with an opportunity to make a formal submission on the concepts.

Officers' Recommendations

29. The consensus from both WCC officers and GWRC is that no further actions should be taken to pedestrianise Courtenay Place. Any plans of pedestrianising or partially pedestrianising Courtenay Place needs to be considered as part of the LGWM programme and would require significant investment in CPTED design. As it currently stands the proposal does not align with the LGWM Golden Mile work and would result in a significant reworking of that project.
30. This has been communicated to those who submitted the original e-petition, and it is understood they submitted a formal submission via the Golden Mile consultation process which closed on the 9 August 2020.
31. Officers recommend reconvening the night time economy forum and planning for this this is currently underway.

Options

Option 1

32. Pedestrianising Courtenay Place will be considered by LGWM as a part of the city wide consultation on the Golden Mile options.

Option 2

33. Wellington City Council will consider further development of the option to pedestrianise Courtenay Place itself; however, considering there is no current budget for this and that it is likely to directly conflict with the project that is being developed for the Golden Mile by LGWM (which includes WCC input), this option is not viable.

Attachments

Nil

Author	Vida Christeller, Manager City Design & Place Planning
Authoriser	Moana Mackey, Acting Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

Proactive engagement with the concerned business owners has been undertaken and advice from a number of areas of Council has been considered as part of this report.

Treaty of Waitangi considerations

The site is of significance for mana whenua.

Financial implications

There are no financial implications at this stage.

Policy and legislative implications

There are no financial implications at this stage.

Risks / legal

There are no risks/legal implications at this stage.

Climate Change impact and considerations

Pedestrianising the area could have positive climate change impacts, but no analysis has been done yet.

Communications Plan

None.

Health and Safety Impact considered

A full pedestrianisation will most likely reduce levels of safety, as it will remove passing through traffic and sober eyes on the street in the early hours of the morning.

SAFER SPEEDS HEARING SUBCOMMITTEE TERMS OF REFERENCE

Purpose

1. This report asks the Strategy and Policy Committee to amend the terms of reference of the Safer Speeds Hearing Subcommittee so that the subcommittee membership reflects the location of the next set of proposed speed limit changes.

Summary

2. At its 21 May 2020 meeting, the Strategy and Policy Committee resolved to amend the membership of the Safer Speeds Hearing Subcommittee by replacing Councillor Paul with Councillor Woolf.
3. This change was made with the leave of the meeting, to allow for all elected members of the Wharangi/Onslow-Western Ward to become members of the Subcommittee, given that the next proposed speed limit changes were in Karori and Marsden Village.
4. In order for the Subcommittee's membership to be more representative of the next proposed speed limit change in Brooklyn, it is recommended that another elected member of the Paekawakawa/Southern Ward join the Subcommittee, replacing a member of the Wharangi/Onslow-Western Ward.
5. The recommendation refers to Councillors X and Y, with the intention that the motion be moved pro forma by the Chair of the Subcommittee who will, after consultation with her colleagues, specify the councillors intended.
6. The subcommittee's current terms of reference have been attached to this report.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree to amend the membership of the Safer Speeds Hearing Subcommittee in its terms of reference as follows:

Replace Councillor X with Councillor Y in the membership; with this change taking effect after the Safer Speeds Hearing Subcommittee has made its recommendation regarding Karori and Marsden Village hearings to the Strategy and Policy Committee.

Options


7. The Strategy and Policy Committee has two options:
- a) Agree to amend the Subcommittee's terms of reference.
 - b) Decline to amend the Subcommittee's terms of reference and continue with its current membership.

The latter option is not recommended as it may be perceived as unfair that not all elected members of the Paekawakawa/Southern Ward were members of the Subcommittee during a consultation that directly affected Paekawakawa/Southern Ward constituents. During previous speed limit consultations this triennium, all elected members from the relevant wards were members of the Subcommittee.

Next Actions

8. Upon approval, Democracy Services will amend the current terms of reference to reflect this change, and liaise with officers to set the subcommittee meeting dates for future speed limit change hearings.

Attachments

Attachment 1. Current Safer Speeds Hearing Subcommittee Terms of Reference [↓](#) 

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Author	Hedi Mueller, Democracy Advisor
Authoriser	Jennifer Parker, Acting Chief Strategy And Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

A hearings subcommittee will allow for more efficient engagement with the public.

Treaty of Waitangi considerations

NA

Financial implications

NA

Policy and legislative implications

NA

Risks / legal

NA

Climate Change impact and considerations

NA

Communications Plan

NA

Health and Safety Impact considered

NA

4.4 Safer Speeds Hearing Subcommittee

Chair	Councillor Jenny Condie
Membership	Mayor Andy Foster Councillor Diane Calvert Councillor Laurie Foon Councillor Rebecca Matthews Councillor Iona Pannett Councillor Sean Rush Councillor Simon Woolf Councillor Nicola Young
Parent Committee	Strategy and Policy Committee
Quorum	5
Frequency of meeting	As and when required

Area of focus

1. The Safer Speeds Hearing Subcommittee is responsible for receiving submissions from the public on the proposed 30 km/h speed limit for the city centre.

Delegations

2. The Safer Speeds Hearing Subcommittee has the responsibility for and authority to:
 - (a) Ascertain, accept and hear all speed limit changes in Wellington City and make recommendations to the Strategy and Policy Committee.

Sunset Clause

7. The subcommittee will be discontinued once required hearings have been concluded and recommendations have been made back to the Strategy and Policy Committee.

3. Committee Reports

REPORT OF THE SAFER SPEEDS HEARINGS SUBCOMMITTEE MEETING OF 19 AUGUST 2020

Members: Mayor Foster (absent – apologies accepted), Councillor Calvert, Councillor Condie (Chair), Councillor Foon, Councillor Matthews, Councillor Pannett, Councillor Rush, Councillor Woolf, Councillor Young

The Safer Speeds Hearings Subcommittee recommends:

KARORI AND MARSDEN VILLAGE 30KM/H SPEED LIMIT

Recommendation/s

That the Strategy and Policy Committee:


1. Make speed limit resolutions for each of the following areas under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit as stated in the table below:

Area	Affected roads/streets	Proposed speed limit
Karori Shopping Area	<p>Karori Road - From a point 85 metres south-west of Reading Street to a point 21 metres south-west of Chamberlain road</p> <p>Chamberlain Road - From its intersection with Karori Road to a point 16 metres north of Karori Road</p> <p>Parkvale Road - From its intersection with Karori Road to a point 116 metres north of Karori Road</p> <p>Beauchamp Street - From its intersection with Karori Road to a point 73 metres south of Karori Road</p> <p>Raine Street - From its intersection with Karori Road to a point 72 metres north of Karori Road</p>	30km/h

	Campbell Street - From its intersection with Karori Road to a point 46 metres south of Karori Road	
Marsden Village Shopping Area	<p>Hatton Street - From its intersection with Karori Road to a point 21 metres north of Karori Road</p> <p>Lancaster Street - From its intersection with Karori Road to a point 15 metres south of Karori Road</p> <p>Karori Road - From a point 67 metres south-west of Homewood Avenue to a point 8 metres south-west of Hatton Street</p>	30km/h

Website link to the Safer Speeds Hearings Subcommittee meeting agenda and minutes:
<https://wellington.govt.nz/your-council/meetings/committees/safer-speeds-hearing-subcommittee/2020/08/19>

Attachments

Attachment 1. Boundaries of the speed limit changes [↓](#) 

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Proposed 30km/h boundaries for Marsden Village



Proposed 30km/h boundaries for Karori Shopping Area

