
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30am
Date: Thursday, 13 June 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

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.

AREA OF FOCUS

The role of the City Strategy 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 of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

Quorum: 8 members

TABLE OF CONTENTS
13 JUNE 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	5
1.6 Public Participation	6
2. Policy	7
2.1 Alcohol Control Bylaw- Kilbirnie and Kelburn Presented by Councillor Dawson	7
3. Operational	71
3.1 Proposed easement for 33kv line realignment and 11kv line undergrounding at Caribbean Avenue Reserve, Grenada North Presented by Councillor Gilbert	71
3.2 Proposal to remove an Encumbrance at 79 Dixon Street, Te Aro Presented by Councillor Foster	107
3.3 Reporting back on the LeisureCard Review Presented by Councillor Fitzsimons	147
3.4 Joint programme to improve the reliability of travel times for buses Presented by Councillor Free	169

4. Committee Reports	203
4.1 Report of the Grants Subcommittee Meeting of 30 May 2019	203
Presented by Councillor Free	
5. Public Excluded	205
5.1 Proposed land acquisition	205
Presented by Councillor Gilbert	

1. Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee 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

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 28 May 2019 will be put to the City Strategy 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 City Strategy 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 City Strategy Committee.

Minor Matters relating to the General Business of the City Strategy 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 City Strategy 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. Policy

ALCOHOL CONTROL BYLAW- KILBIRNIE AND KELBURN

Purpose

1. This report asks the City Strategy Committee to consider the proposals for alcohol bans in Kilbirnie and Kelburn.

Summary

2. Following the renewal of the Alcohol Control Bylaw on 15 December 2018, the Council asked officers to investigate the possibility of including additional areas in Kilbirnie and Kelburn.
3. The City Strategy Committee voted to consult with the public on the creation of an Alcohol Ban in these areas and report back to Council by 30 June 2019 as to whether bans should be introduced in these suburbs.
4. Consultation ran from 1 May to 1 April 2019 and the Council received a total of 499 submissions from individuals, community, and business groups as well as residents associations and Regional Public Health officials.
5. 13 of the 499 submitters gave oral submissions on 28 May 2019. A summary of the written submissions is attached.

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Agrees that the Council continues support the work being undertaken to manage alcohol related issues in the Kilbirnie community. This work includes an increased presence of Local Hosts, access to Meaningful Activities Programmes, supporting services such as the Assertive Outreach Team, tenancy services, and DCM to address chronic homelessness and those at risk of homelessness. The Council will continue to work collaboratively with other agencies, including the Police to ensure a robust outreach team is present in Kilbirnie.
3. Agrees that the Council implement amend the Alcohol Control Bylaw to create an alcohol ban area in areas 'A' and 'B' as proposed in the Statement of Proposal to complement the efforts being undertaken above in the Kilbirnie community.
4. Agree that the Kilbirnie Alcohol Control Area in 3 above be in place 24 hours seven days a week.
5. Agree that the proposed Alcohol Ban Area in Kelburn Park should not be introduced.
6. Note that the Council agreed previously to support Victoria University to address the student behaviour in Kelburn.
7. Agree that this approach should be a broad approach including residents, students, and other stakeholders in this community.
8. Agree to recommend that the Council adopt the amendments to the Alcohol Control

Bylaw as attached to include the proposed areas in Kilbirnie.

9. Delegates to the Chief Executive and the Portfolio leader the authority to amend the proposed Alcohol Control Bylaw to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

6. The 2018 review and renewal of the Alcohol Control Bylaw identified the suburbs of Kilbirnie and Kelburn as areas of concern.
7. The Council received 42 submissions in 2018 with 28 submitters arguing for the inclusion of Kilbirnie, and five submitters believing that Kelburn Park should be included.
8. Following the renewal of the Alcohol Control Bylaw in December 2018 the Council agreed to consult on the creation of an alcohol ban for the suburbs based on the submissions received during the 2018 consultation.
9. Officers have worked closely with the two communities, conducting pre-engagement with relevant stakeholders including residents associations, business networks, sports clubs and education providers. Through this pre-engagement process officers were able to identify the areas which the communities believed should be included.
10. Officers then worked with the New Zealand Police as well as Regional Public Health to identify issues around safety in these suburbs.
11. Statistics and data provided by the Police assisted officers with their investigation into the levels of high alcohol related crime and disorder as required under Section 147A of the Local Government Act 2002. This also allowed officers to define the areas where potential alcohol bans could be implemented in the proposed suburbs.
12. The Statement of Proposal asked submitters to answer six questions for consultation which are outlined in the discussion below.

Discussion

13. In carrying out the review of amending the Alcohol Control Bylaw to include the areas within the suburbs of Kilbirnie and Kelburn, the Council must review the evidence of and information regarding the levels of crime or disorder that has occurred in these suburbs. The Council has engaged with the New Zealand Police in order to gather and interpret data required for the review. It has also conducted public consultation under Section 83 of the Local Government Act 2002 in order to seek public participation on the proposed changes.
14. Given the distinct difference in the nature of the two suburbs and the different issues facing them, Officers believe it is necessary to separate the two suburbs and the questions and responses from both the public and the council.
15. As set out below Officers have grouped the questions for each suburb together and have provided the response at the end of the section for each suburb.

Kilbirnie

Question 1: Do you support the proposal to create an alcohol ban area in the Kilbirnie area –shown as ‘A’ in Figure 1?

What is proposed?

16. The Council received 28 submissions in 2018 in favour of amending the Alcohol Control Bylaw to create an alcohol ban in Kilbirnie. The City Strategy Committee voted in March of 2019 to consult with the public on the area defined as area 'A'. The area includes the Kilbirnie Business area and is bordered by Mahora Street, Coutts Street, Childers Terrace, Evans Bay Parade (from Kemp Street) and Rongotai Road.
17. Council officers have undertaken in-depth discussions with key stakeholders in the Kilbirnie community, in order to attempt to understand the perceived issues as well as the community perception of these issues, in addition to the pre-engagement undertaken in early 2019, Officers had additional conversations and discussions with the following groups during the submission process.

Key Community stakeholders and groups in Kilbirnie	
Kilbirnie BID	Kotuku Flats Community Room Coordinators
The Hub Toitu Poneke Community and Sports Centre	Kilbirnie, Rongotai, Lyall Bay Residents Association
The New Zealand Police	Regional Public Health
Kilbirnie Community Centre (public meeting)	DCM Wellington

Responses from submitters

18. Officers received 97 responses to the question of whether and alcohol ban should be introduced in area 'A' in Kilbirnie. 94 of the 97 responses were in favour of implementing an alcohol ban in the suburb, with 52 of these responses not making any further comment.
19. 12 organisations provided a response to the proposal of implementing an alcohol ban in the Kilbirnie Business area. The remaining 85 of the 97 responses were from individuals. The following organisations provided responses to the Council on the proposed ban in Kilbirnie.

Submissions from organisations on the proposal in Kilbirnie	
Ray White Kilbirnie	St Patrick's College
Paper Plus Kilbirnie	Inner City Wellington
Headstart Hair Design	Wellington City Youth Council
Andreas Gabriel Trust ACC	Kilbirnie BID
Kilbirnie Liquor Centre	Regional Public Health
The Corner Bar	Newtown Residents Association

20. 42 of the 94 responses in favour of the ban being introduced in Kilbirnie chose to make comments to the affirmative with many believing that the ban should have been introduced at an earlier date.
21. The responses from submitters largely followed the following themes
 - The community has requested this for a number of years.
 - Impact on the community
 - Requires a team approach
 - The possibility of enlarging the area
 - Other points raised

The community has requested this for a number of years:

22. 10 submitters noted that there have been a number of requests over recent years wanting an alcohol ban in place in Kilbirnie to counter the issues facing the suburb relating to the possession and consumption of alcohol in the area. Jay Hirst noted that the issues have been affecting Kilbirnie date back to the implementation of the ban in Newtown in 2010. “As soon as Newtown had the Liquor Ban impose, the very next day all those people just came into Kilbirnie shopping area, it is a disgrace the begging and alcohol go hand in hand, and it is not a safe place to walk around now at all.” (Hirst; 2019)

Impact on the community:

23. 20 submitters raised issues about the impact of public drinking on areas in the Kilbirnie Community. Concerns focused primarily on children and families as well as the impact on businesses. The main focus was safety and the fact that children often witness the anti-social behaviour of the drinkers. This was highlighted by Kirstie Lester and Jason Clarke “I avoid taking my children into the shopping areas for their safety. Having an alcohol ban will make giving them independence to walk to school possible. I would also be inclined to shop in Kilbirnie and spend time with family and friends” (Lester; 2019) “It can be intimidating enough navigating Kilbirnie after hours as an adult male; I certainly wouldn't let my kids head to the shops on their own anytime soon. Fact is that with this ban, the areas of Kilbirnie we all want to use without feeling intimidated will no longer be attractive to these people” (Clarke; 2019).

Requires a team approach:

24. Four submitters noted that a combined approach was the best way to address the issues facing Kilbirnie. Building on the idea that an alcohol ban would be part of the solution, submitters noted that different agencies had roles to play alongside the proposed alcohol ban. “The problems with public drinking in Kilbirnie require a team approach form a number of different agencies but this is one part of it and gives the police a little more power to help prevent it. It seems to have worked well for Newtown” (Galt; 2019).

The possibility of enlarging the area:

25. Three submitters wanted to expand the proposed area to include additional parts of Kilbirnie. This included linking the proposed ban are to the existing ban area in Newtown as well as including areas such as the Kilbirnie Mosque. These issues were raised by Bernard O'Shaughnessy, Rhona Carson and Graeme Buchannan.

Other points raised:

26. Five submitters raised additional issues including that the fact that the ban has largely been effective in other suburbs such as Newtown, as well as the general impact of alcohol and licencing issues on the community.
27. The Kilbirnie Business Network argued in favour introducing an alcohol ban to area ‘A’. They have in the past advocated for the area to be included in the ban and have included in their submission a petition containing 400 signatures in favour of the ban.
28. The Council received three responses opposing the proposed ban in Kilbirnie; with Stephen Moore noting that the Council was pushing for the ban based on the submissions process rather than on evidence based approach.

Question 2: Do you support the proposal to establish and alcohol ban area in Kilbirnie Park and the surrounding streets – shown as ‘B’ in Figure 1?

What is proposed?

29. Pre-engagement with the community, including the Hub Toitu Pōneke Community and Sports Centre as well as the Kilbirnie, Rongotai, Lyall Bay Residents Association, and the Kilbirnie BID identified Kilbirnie Park as an area where a potential ban may be appropriate, given the levels of alcohol related harm and the potential for the perceived problem to shift from the Kilbirnie town centre if a ban was implemented.

Response from submitters

30. The Council received 98 responses to the question of the proposed ban being extended to the park, with 26 of these 98 responses including comments on the question.
31. The responses from submitters largely followed the following themes
- The issues also affect the park
 - The possibility of enlarging the area
 - Not implementing the ban on the Park will mean drinkers will migrate to the park

The issues also affect the park:

32. 13 submitters argued that the issues facing the town centre in Kilbirnie also related to the park and believed that the park should be added alongside the proposed ban on the town centre. Once again, concerns focussed around safety and the impact on the community, particularly the effect that the public drinking had on children and families. This was summed up by the submissions from Leann Farrer and Lauren Castle "To me it is not fair as children are at the park; they shouldn't be subject to the alcohol being consumed on or around the playing fields. It is unfair for the Pōneke clubrooms who are trying to keep afloat plus the cricket club. Alcohol all has its place in bars, clubs and restaurants not in public parks or streets of Kilbirnie" (Farrer; 2019) "Young children do not need to be exposed to excessive alcohol use and the dangers associated with broken glass in that highly used area should be avoided at all costs. Any move to reduce the association between excessive alcohol consumption and sport is a good one, in our view" (Castle;(2019)

The Possibility of enlarging the area:

33. Two submitters argued of in favour of increasing the area to include all of Kilbirnie.

Not implementing the ban on the Park will mean drinkers will migrate to the park:

34. Conversely six submitters argued that if a ban was not included on the Park, that drinkers would move to the park from the town centre creating additional issues

Other points raised

35. Many of the submitters argued that the park was not just used as a sporting venue, but was also used by families with young children and these children were exposed to inappropriate and anti-social behaviour at the park which was alcohol related.
36. However, Neil Swindells submitting on behalf of St Patricks College noted that they had not noticed a problem with people drinking at the park, and believed that a limited amount of drinking in the park should in fact be allowed.

Question 3: If an alcohol ban was created in Kilbirnie, do you support it being in place 24 hours, seven days a week?

What is proposed?

37. The Council has in line with the existing alcohol Control Bylaw and the alcohol ban areas already in place in Wellington suggested that the proposed ban in Kilbirnie, both in areas 'A' and 'B' be enforced 24 hours seven days a week.

Response from Submitters

38. 92 of the responses received agreed with the Council's position of having the proposed ban in place 24 hours seven days a week. However, as noted above the submission received from Mr Swindells on behalf of St Patricks College believed that there should be limited drinking allowed on the park.

Officers position on the proposed ban in Kilbirnie and response to submitters

39. Officers acknowledge that there have been numerous approaches by the Kilbirnie community in the past, lobbying for an alcohol ban in Kilbirnie. Changes to the Local Government Act 2002 mean that officers require a high level of alcohol related harm or disorder in the proposed area in order for an alcohol ban to be considered.
40. Following the 2018 review the New Zealand Police have provided in-depth data and statistics on alcohol related harm and disorder in the suburb. The data from the Police shows that there were 409 recorded alcohol related incidents in the proposed ban area in Kilbirnie, noting that these offences are alcohol related but there is no indication that the offences occurred in public or private places. The Police have indicated to Officers that they support the proposed alcohol ban in the proposed areas of Kilbirnie and believe it would be an effective tool working alongside the community and council initiatives in Kilbirnie.

Offence Type	2016	2017	2018	2019	Total
1510 - Serious Assaults	3	5	11		19
1640 - Minor Assaults	6	7	14	4	31
1710 - Intimidation/Threats	15	14	16	4	49
1840 - Harassment	2		1	1	4
1H - Drunk Home				1	1
1K - Drunk Custody/Detox Centre	23	23	11	1	58
1R - Breach Of The Peace	1	31	72	17	121
3530 - Disorder	65	49	9	2	125
3910 - Liquor Offences			1		1
Grand Total	115	129	135	30	409

41. In previous Committee papers, officers had advised that there was a sufficient level of alcohol related crime or disorder to warrant the implementation of an alcohol ban in Kilbirnie as per Section 147A (b) (i) of the Local Government Act 2002. However, Officers also believed that due to the nature of the issues facing the suburb, in particular the intractable issues of disadvantage, homelessness, 'rough sleepers' and other anti-social behaviour, that an alcohol ban might not be the most appropriate way of dealing with the issues and was not an appropriate and proportionate in light of that crime in disorder as set out in Section 147A (b) (ii) of the Local Government Act 2002.

42. Discussions with the Police and the Council's Community Services Team, as well as the Downtown Community Ministry (DCM) have indicated that the Police would work closely with the Community Services Team, The Council's Meaningful Activities Project, DCM and other social service providers and identify vulnerable people on the streets of Kilbirnie who would be in breach of the proposed ban. They would then contact the above mentioned services and Community Service team to ensure that wrap around support was offered.
43. Officers believe that this will lead to the Police, Council, and service providers being able to engage with the street community to address their needs, encouraging activities that will lead to positive outcomes such as pathways to education, employment and wellness. Officers believe that if the Police, Council, and community groups and businesses work collaboratively to enforce the proposed bylaw, rather than punitively by fining or arresting the vulnerable who breach the ban, that a ban can work effectively in the suburb.
44. Discussions with the Kotuku Flats Community Room Coordinators have indicated that they were concerned that many of the people drinking on the streets are tenants of the Kotuku flats, and if the Police were to move the drinkers off the street, they would be taken back to the flats and they would continue their anti-social behaviour. Officers convened a meeting between the coordinators, the Police, and the Community Services team, in which the Police agreed to include the coordinators when identifying the people in breach of the ban, to ensure that large numbers of drinkers do not end up congregating at the flats, to continue their behaviour.
45. In response to expanding the area to include additional parts of Kilbirnie and link it to the existing Alcohol Ban Area in Newtown, Officers have engaged with the previously mentioned stakeholders and the community to establish the proposed area. The area was chosen due to the high levels of alcohol related crime and disorder in the business area and the park. Officers sought feedback from the community on the area prior to the consultation process and the area was agreed on given the crime and disorder in the area. The Council is unable to implement a ban on areas such as social housing units. The above mentioned Kotuku flats have agreed to work with the Council and Police to manage issues. The Flats have common areas where they have banned drinking and smoking and they believe that this is an effective way to manage the situation. The Council is unable to prevent drinking inside the flats as these are not considered to be public places under the Act.
46. Officers acknowledge that there have been numerous instances of disorder inside the Kilbirnie Business area in particular in view of children and families as well as causing disruption to businesses in the area. These concerns as valid and relevant to the argument of implementing an alcohol ban in the area.
47. The argument that the proposed ban is a reaction to the submissions received in 2018. While this raises a number of issues it does not take into account the Police data that supports the proposed ban, showing 409 incidents of alcohol related harm and disorder.
48. The majority of the submitters who responded to the question of whether an alcohol ban should be introduced in Kilbirnie Park were in favour of the ban. They believed that the ban would make the park safer due to the number alcohol related anti-social behaviour and the ban would assist in making the park safer. Officers believe that the data provided by the Police, justifies the proposed area having a ban.

Officer recommendations

49. Due to the alcohol related crime and disorder data provided by the Police on the two areas, as well as the submissions received and the fact that Police will work with the Community Services Team, service providers and local businesses in order to manage the issues, Officers believe that the proposed alcohol ban is an appropriate response to the alcohol related issues facing the suburb. Officers recommend that the Council implement amend the Alcohol Control Bylaw to create an alcohol ban area in areas 'A' and 'B' as proposed in the Statement of Proposal, 24 hours seven days a week.
50. Officers believe that it would be appropriate for the ban to be enforced 24 hours seven days a week. This would be in line with the existing alcohol bans in Wellington. The majority of submitters agreed that this would be appropriate. Other cities in New Zealand have different hours for different areas, including Auckland and Christchurch, however, Officers believe that for consistency and ease of enforcement the Kilbirnie area should be retained at 24 hours seven days a week.

Kelburn

Question 4: Do you support the proposed change to the alcohol Ban Area in Kelburn Park as shown in Figure 2?

What is proposed?

51. The Council received 5 submissions in 2018 in favour of an alcohol ban in Kelburn Park. The City Strategy Committee voted in March of 2019 to consult with the public on the area defined as 'Kelburn Park' which included the Council owned playground.
52. Council officers have undertaken in-depth discussions with key stakeholders in the Kelburn community, in order to attempt to understand the perceived issues as well as the community perception of these issues, in addition to the pre-engagement undertaken in early 2019. Officers had additional conversations and discussions with the following groups during the submission process.

Key Community stakeholders and groups in relation to Kelburn Park	
Vic Neighbours	Victoria University of Wellington
The Kelburn Municipal Croquet club	Victoria University of Wellington Students Association
The New Zealand Police	Regional Public Health

Response from Submitters

53. The Council received 468 responses to the proposal of implementing an alcohol ban on Kelburn Park. Of these 468 responses 88 were in favour of the ban, whilst a further 380 argued against any such ban being placed on the Park or any other area in Kelburn.
54. 12 responses were received from nine organisations on the proposal to implement a ban in Kelburn Park with the remaining 456 responses coming from individuals. The following organisations provided a response to the Kelburn Park proposal;

Responses from Organisations on the proposal in Kelburn Park	
Vic Neighbours	Victoria University of Wellington
The Kelburn Municipal Croquet club	Victoria University of Wellington Students Association (VUWSA)

Inner City Wellington	Regional Public Health
Andreas Gabriel Trust ACC	Ray White Kilbirnie
Kilbirnie Liquor Centre	

55. A breakdown of suburbs shows that the majority of submissions were received from people associated with Victoria University. 386 of the 468 submissions received submitters associated with the University. 46 responses to this question were from suburbs in either the Southern or Eastern wards.
56. 62 of the 88 responses in favour of implementing an alcohol ban on Kelburn Park chose not to make any comment on why they supported the ban in Kelburn Park, with 26 submitters choosing to make comments on their reasons for the ban.

Responses in favour of a ban

57. The responses from submitters in favour largely followed the following themes
- On-going drinking culture in the park which needs to be addressed
 - Unaware or little detail of the issues but believe the ban should be applied

On-going drinking culture at the Park

58. However the issues of people drinking in the park was raised by seven submitters who considered that this was the primary issue for them. “We support the proposal to institute an alcohol ban on Kelburn Park. A Bylaw can be justified as a reasonable limitation on people’s rights and freedoms. Our previous submission demonstrated the high level of disorder fuelled by the consumption of alcohol at Kelburn Park, and that it met the required threshold for an alcohol ban. The proposed ban is 8pm to 8am and would have no impact on anyone using the park for legitimate purposes. We believe that the level of harm has been met, as evidenced by the very real mental health problems suffered by some residents” (Walton and Koptsch; 2019).
59. A number who submitted in favour provided little detail or noted that they didn’t know about the situation in Kelburn Park, but considered that the proposal was appropriate.

Responses not in favour of a ban

60. The responses from submitters not in favour largely followed the following themes
- The safety of people currently using the park
 - Does not meet the legal test for a ban
 - This is a public park where people like to socialise
 - A ban would be a limitation on people’s rights

Public Safety

61. The major submission point for those who opposed the ban was safety. They suggested that drinkers may look to move to other parts of the area which were considered unsafe. “Kelburn Park is one of the safest places to drink in Wellington as it's flat and a large open area, when halls put in place alcohol bans people go there because it's safe banning drinking at Kelburn park isn't going to stop people drinking it's just going to push people to drink in more dangerous areas” (Gullery;2019)

62. Safety was the primary concern of 44 of the 84 responders against the proposal for a ban in Kelburn Park. A number of students noted that they believed the proposed ban on drinking in Kelburn Park was a risk to the safety of students and others who chose to drink in the park; they believed that by placing a ban, it would likely shift the students to areas that were unsafe.
63. The Wellington City Council Youth Council also noted safety as a primary concern in creating an alcohol ban on the park.

Legal Test

64. A number noted that they considered it did not meet the legal test required for making an alcohol ban or that a ban would be an inappropriate limitation on people's rights to gather and drink in the park. "I strongly oppose the establishment of an Alcohol Ban in Kelburn Park. I do not believe it meets the legal requirements of a ban as set out in the Local Government Act 2002. Firstly, the Act states that the alcohol must be causing a "high level of crime or disorder." certainly the students are noisy and messy but this does not constitute a high level of disorder. Additionally, Police report that alcohol related crime in the area is only at a low level. Secondly, the ban must be "appropriate and proportionate" to the disorder. It does not appear to be proportionate, as described above levels of crime and disorder are not high and thus a ban is not proportionate" (McDonald; 2019).

Other points raised

65. Vic Neighbours, the residents group based in Kelburn argued that there has been an on-going issue of students making too much noise in the park, fuelled by alcohol and anti-social behaviour. This submission was supported by the submission by Inner City Wellington.
66. Martin Beck believes that the university should be providing an area for students to congregate, rather than the park. This was a theme echoed by Vic Neighbours and Bernard O'Shaughnessy.
67. Officers acknowledge that there is a desire to maintain clean and safe parks. There have been multiple requests for additional rubbish and recycling bins, however officers do not believe that this is sufficient a reason warrant the implementation of an alcohol ban on Kelburn Park.
68. Of the 380 responses opposed to an alcohol ban in Kelburn Park, 296 chose not to comment on why they opposed the proposal of the ban. 84 of the responders chose to comment on why they believed an alcohol ban was not appropriate.
69. Victoria University is opposed to the proposal at the park.
70. Some submitters noted that there was a distinct difference between the two suburbs and that the Council should look at this when considering potential bans
71. Some submitters answered the question, despite admitting that they did not know the issues facing the area.
72. The submission given by Regional Public Health contained extensive levels of data and analysis showing hospitalisation rates due to intoxication and alcohol consumption in the Lambton and Kelburn mesh blocks.

Question 5: If an alcohol ban was established in Kelburn Park, do you support it only being in place between the hours of 8pm and 8am, seven days a week?

What is proposed?

73. In order to not impact on sporting and other day activities in the park, the proposed alcohol ban in Kelburn Park would be in place between 8pm and 8am. This is primarily when issues arise.

Response from submitters

74. There were 460 responses to the question around the hours that the proposed ban should be in place in Kelburn Park. 318 of these responses did not support the ban being from 8pm to 8am with 317 also responding that they do not support the ban in the park as per question 4. This indicates that these submitters were against the proposed ban in its entirety.
75. 11 responders indicated that they were in favour of the ban as per question 4; however, they believe that the ban should in fact be 24 hours seven days a week.
76. 128 responders noted that they were in favour of the proposed time of the alcohol ban, however, it should be noted that 69 of the 128 responses were from submitters who opposed the establishment of the ban in the Park.

Officers position on the proposed ban in Kelburn Park and response to submitters

77. Officers have engaged with the New Zealand Police in order to understand the levels of alcohol related crime and disorder in the area that has been propose. The Police have indicated that they do not support a potential alcohol ban in Kelburn Park. There is a limited amount of offending for “Disorder” and “Breach of the Peace” in this area (18 instances over a three year period).

Offence Type	2016	2017	2018	Total
1R - Breach Of The Peace	2	3	2	7
3530 - Disorder	7	3	1	11
Grand Total	9	6	3	18

78. Officers believe that this data shows that there is not a high level of alcohol related crime or disorder in the park as required under the Act. When compared with the data for the same period from Kilbirnie, it is clear that the types of alcohol related crime and disorder are not the same sorts of offences. For example Kilbirnie has recordings of assaults (both minor and serious), intimidation and harassment amongst the statistics, whereas in Kelburn there are simply disorder and breach of the peace.
79. An alcohol ban is only able to be enforced by the Police. The Police work closely with the University and University security, as well as alongside the Council and VUWSA on education programmes such as Don't Guess the Yes. The Police do not consider an alcohol ban is required in Kelburn Park.
80. The Police have noted that the behaviour exhibited in Kelburn Park is different to that of the behaviour of people who are in breach of the existing Alcohol Ban in the CBD as well as the proposed new area in Kilbirnie. This is an issue of student interaction and is not an issue that the police regularly become involved in, it is predominantly a noise issue rather than an issue that puts public safety at risk.
81. In addition to the view of the Police, officers agree that there is a distinct difference between Kilbirnie and Kelburn in the nature of the issues facing the suburbs.

-
82. Discussions with the University have determined that they are aware of the issues surrounding student drinking, and are working with both students and Halls of Residences to try and educate them of the harm caused and to be more considerate of their neighbours.
 83. Although noise issues are problematic it must be noted that noise issues may not be impacted by any alcohol ban. An alcohol ban is only able to be used to prevent the possession and consumption of alcohol in a public place. Any potential ban may have a limited effect on the noise if large groups of people continue to congregate in the park. Officers agree with the premise that large gatherings of people can fuel noise disruption, however, this would not be considered a high level of alcohol related crime or disorder under the Act to warrant the implementation of an alcohol ban.
 84. This is a public space where members of the public are entitled to gather and are governed by regulations of noise control and the Council's Public Spaces Bylaw.
 85. Officers acknowledge the substantial data and evidence put forward by Regional Public Health showing hospitalisation rates relating to alcohol consumption and intoxication. However similar data was looked at last year by Officers who determined that although this data is comprehensive, it does not show crime or disorder as required by the Act in order to implement an alcohol control bylaw.
 86. Officers note that the University has in previous submissions as well as discussions with officers noted that there is a risk that students may move to areas which are unsuitable and unsafe. Although the park is has no source of lighting, it is an open area and is easily able to be monitored from a safety perspective. There is a potential risk that if students are unable to congregate in the park they may move to areas, which may be hazardous to safety, particularly if they are trying to avoid areas where the ban is in place.
 87. The park is a public space that happens to be located near the university. It is used by sports clubs and teams as well as students, families, and the general public. It is no different to any other park in the Wellington area, other than being adjacent to the University. Officers acknowledge that more effort could be undertaken to encourage student and other participants in the park to use rubbish and recycling bins in the area.
 88. Officers note that the majority of submitters did not support the proposed ban in Kelburn and as result chose to also answer that they did not support any form of the ban at any time of the day.

Officers Recommendation

89. The Police data shows that there is not a high level of alcohol related harm or disorder in the park, the primary disruption seems to be noise. An alcohol ban is only able to stop the possession and consumption of alcohol in public places, there is no provision in the ban for dealing with noise levels.
90. The ban is not supported by the Police, which officers must take into consideration as the Police are the only organisation able to enforce the ban. Conversations with the University and residents have led officers to believe that the issue has improved over recent years; this is also shown in the data provided by the Police. The University has been working with the community and engaging on the issue. It is hoped that this can continue going forward.

91. Officers do not support an alcohol ban being implemented in Kelburn Park due to the lack of support from the Police as well as the absence of alcohol related harm evidence in the area. In addition, placing an alcohol ban in Kelburn Park may result in students drinking in other areas that are less safe.
92. Officers recommend that the Council continues to work with the community, the University and students to address the issues that have been raised by the affected communities.

Question 6: Have you experienced any alcohol related crime or disorder in any of the proposed areas?

93. Submitters provided a great deal of feedback on this question, much of it contained anecdotal retellings of incidents in the two suburbs. This has been included in the summary of submissions under question 6.

Options

94. The Committee could;
 - Recommend to the Council that it implement and amend the Alcohol Control Bylaw to create an alcohol ban area in areas 'A' and 'B' as proposed in the Statement of Proposal, 24 hours seven days a week to complement the efforts being undertaken by the Council and social service agencies as set out in the above paper.
 - Recommend to the Council that it continue to support Victoria University to manage student behaviour in Kelburn and that this approach should be a broad approach including residents, students, and other stakeholders in this community.
95. The Committee could chose to recommend to the Council that it implement a ban in Kelburn Park. However Officers consider that expanding the Alcohol Ban Area to Kelburn Park is not an appropriate or proportionate response to the issues of student drinking in the area, and instead, it continue to work with both the community and the University to negate the issues of student drinking in public.

Next Actions

96. Recommend to the Council that it adopt the Alcohol Control Bylaw as attached.
97. Recommend that the Council work with the community in Kelburn including the University, students, residents and other interested stakeholders to manage the issues in Kelburn.

Attachments

Attachment 1.	Summary of Submissions	Page 22
Attachment 2.	Draft Bylaw	Page 64

Author	Jim Lewis, Policy Advisor
Authoriser	Baz Kaufman, Manager Strategy Hayley Evans, Director, Strategy and Governance (Acting)

SUPPORTING INFORMATION

Engagement and Consultation

Officers have conducted engagement with public groups, including residents associations and community organisations, gathering opinions from the community as to their positions on the bylaw. The Council has used the Special Consultative procedure under Section 83 of the LGA 2002 to consult with the relevant stakeholders and general public.

Formal consultation was undertaken in accordance with the LGA 2002 with the public under Section 83 as well as with the following groups.

Kilbirnie BID	Kotuku Flats Community Room Coordinators
The Hub Toitu Poneke Community and Sports Centre	Kilbirnie, Rongotai, Lyall Bay Residents Association
The New Zealand Police	Regional Public Health
Kilbirnie Community Centre (public meeting)	DCM Wellington
Vic Neighbours	Victoria University of Wellington
The Kelburn Municipal Croquet club	Victoria University of Wellington Students Association

Treaty of Waitangi considerations

N/A

Financial implications

Signage will need updating to include the new area of Kilbirnie

Policy and legislative implications

Existing Council Policies	Implications
Alcohol Control Bylaw	This bylaw will need to be amended to include the new area of Kilbirnie
Legislation	Implications
Local Government Act 2002	The Council has the power under Sections 147 and 147A of the Local Government Act to amend a bylaw for Alcohol Control purposes.

Risks / legal

There is a reputational risk that if action is not taken to address the issues raised by the two communities.

Climate Change impact and considerations

N/A

Communications Plan

Officers will continue to work the communities of Kilbirnie and Kelburn to address the issues raised in the consultation process and will update the signage in these areas as required.

Health and Safety Impact considered
N/A

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
Question 1. Do you support the proposal to create an alcohol ban area in the Kilbirnie area – shown as ‘A’ in Figure 1?			
Submissions received: 97			
Agree with the proposed change and made comments about the time it has taken to implement a ban: 10 (Below) Jay Hirst, Bree Russell, Paul Kuggelijijn, Patapsing Rathod, Margaret Hamilton, James Honeyman, George Sale, Sarah Faherty, Liz Summers, Liam Davies,			
Agree with the proposed change and made substantial comment : 30 (Below) Lauren Castle, Nicola Gates, Zhongtao Zhang, Abby McLaren, Kirstie Lester, Jason Clarke, Neema Desou, Stephanie Pouloupous, Allan Gray, Julie reeves, Fred Albert, Tim and Josie Dalman, D. Townhill, Joan Abel, Neal Swindells, Ann Ansell, Kelly Oliver, Gary Holmes, Bruce Welsh, Fergus Cleverly Geraldine Murphy, Dean Galt, Roger Tweedy, Andrea Boston, Graeme Buchanan, Rhona Carson, Bernard O’Shaughnessy, Kara Lipski, Thuan (Joe) Ly, Toby Bourke,			
Agree with the proposed change and made personal comments that were generally beyond the scope of the proposal: 2 Elie Thomas, Neva Kareach,			
Agree with the proposal with no further comment: 52 Robyn Atkinson, Penelope Burns, Josephino Ramas, Cimmarron Lang, Noeline Suafa, Paul Yee, Meredith Charmaine, David Issac, Fionola Dunn, Andrew Jessett, Emily Lawrey, Stephen Cotterall, Andrea Mooij, Eric Mooij, Patrick O’Brian, Lynley Thomas, Carol Doyle, Giles Brown, Owen Ashwell, Nan Narain, Carl Bennett, Joel George, Maria Yiavasis, Colin Cameron, Manus Sarkar, Guest McDonald, Kirsten Windelov, Robert Orr, Miny Kang, Joanne Morris, A Gibson, Caroline Nobis, Jannie Nahemia, Nicko Liolis, Joseph Jones, Stuart Slater, Dennis Walton, Jagat Binay, Jain Pooja, Tamatha Paul, Sarah Hall, Leann, Farrer, Christine Woods, Martin Beck, Yin Lu, Mrs Hayes, Heng Solhab, Amanda Wang, Geoff Mills, Rachel Cassey, Mary Daish, Linda Cameron,			
Disagree with proposed change: 3 Stephen Moore, Laura Dowdall-Masters, Ian Nutley			
Jay Hirst	Yes	I am disgusted the WCC has not done this yet!!! I have already done submissions on this a year ago. As soon as Newtown had the Liquor Ban impose, the very next day all those people just came into Kilbirnie shopping area, it is a disgrace the begging and alcohol go hand in hand, it is not a safe place to walk around now at all	Officers acknowledge that there has been a demand from residents for some time on the proposed ban in Kilbirnie, and acknowledge that there is also an element of street begging in the Kilbirnie area.
Bree Russell	Yes	Soon Please	
Paul Kuggelijijn	Yes	Yes overdue	
Patapsing Rathod	Yes	Well overdue	

Submitter/s	Position	Submission Content	Officers Response
Margaret Hamilton	Yes	It's really terrible that the council and police have let this problem grow. I went to a meeting in 2015 and it was all lies	
James Honeyman	Yes	Overdue	
George Sale	Yes	Urgently needed	
Sarah Faherty	Yes	It's terrible in Bay road you have to experience it to believe how bad the local drunks are spitting, being abusive to all and fighting. Council should hurry up with a ban, It works in Newtown and the CBD so should for Kilbirnie	
Liz Summers	Yes	You should have done this in 2015 when we had a meeting	
Liam Davies	Yes	Wellington City Youth Council supports an alcohol ban in the Kilbirnie area	
Lauren Castle		I have lived in Coutts St (both Kilbirnie end by Ross St, and now opposite Rongotai College) for many years. My husband and I have three young children and love the area deeply. However since we have lived here we have noticed a worsening problem of drunken behaviour particularly in the Bay Road shops and surrounds, not to mention the broken glass found around the footpath in the area. On occasion recently when going to the shops we have been approached very aggressively even when with all of our children for money for the person to buy alcohol. This is distressing for young children. In addition the mess of broken bottles and odour of urine left on the streets is quite frankly off putting. While it seems somewhat unfair to link the issue of alcohol related behaviour to the issue of apparent homelessness/begging, there seems to be a connection. It is uncomfortable and often intimidating to have people lying beside cash machines drinking and asking for money. This is more so when I am by myself at night. While these are second hand accounts only, many parents at Lyall Bay school and even in the wider Wellington Region I have spoken to remark that they do not go to the Kilbirnie shops primarily because of drunken homeless/beggars. This is damaging to the many small businesses who make our community special and deserve support. We support any move to address these issues and a 24/7 alcohol ban is a good place to start. Kilbirnie has a unique character owing to its diverse housing stock and population; however its good points are being spoiled by threatening and intimidating behaviour which seems to have worsened over time.	Officers acknowledge that the issues facing Kilbirnie with regards to public drinking and the impact this has on children. These issues are also faced by business owners in the area. Officers support the Community Services team approach, with the police and social service teams working alongside an alcohol ban to address these issues in Kilbirnie.
Nicola Gates	Yes	Yes it is terrible there and my children have been abused going home from school	

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
Zongtao Zhang	Yes	I am working in a massage shop which is located at A. Lots of drunk people have been making trouble [for] us. One of them broke into the shop and [stole] my laptop. Some drunken people hit our sign which put outside our shop. And lots of drinking people makes lots of noise [Especially] from the Turbo Bar	
Abby McLaren	Yes	Public drinking is inappropriate in Kilbirnie. The area is full of schools and council facilities - there are kids everywhere. Often on Sunday morning we pick up bottles (sometimes broken ones) in the playground! I appreciate there is a wider issue and banning drinking in Kilbirnie will only shift the problem. But the fact is - I want my kids (and myself) to be confident and feel safe moving around our neighbourhood.	
Kirstie Lester	Yes	Absolutely in favour. I avoid taking my children into the shopping areas for their safety. Having an alcohol ban will make giving them independence to walk to school possible. I would also be inclined to shop in Kilbirnie and spend time with family and friends.	
Jason Clarke	Yes	I'm not actually a fan of adding more rules to society; however it appears that Kilbirnie has gotten to the point where something needs to be done. It can be intimidating enough navigating Kilbirnie after hours as an adult male; I certainly wouldn't let my kids head to the shops on their own anytime soon. Fact is that with this ban, the areas of Kilbirnie we all want to use without feeling intimidated will no longer be attractive to these people.	
Neema Desou	Yes	Good for business, more crown will come; children can come with their parents. After drinking alcohol they swear, shout, loud language, unnecessary, sometimes sleep in front of the shop, and fight if 3 or 4 alcohol person gathers.	
Stephanie Pouloplous	Yes	We own a business and are so tired of the drunken [Behaviour] in Bay Road help now	
Allan Gray	Yes	There are drunk people frequently in the area outside the post boxes and also in the street outside the store asking for money	
Julie Reeves	Yes	I strongly support this proposal in its entirety. My children have both attended the crèche in Bay road (Kilbirnie Early Learners) and have had to endure the lewd comments and bad behaviour from many groups who are drinking or have clearly been drinking in Kilbirnie, in particular Bay Road. It is inappropriate to have this behaviour allowed near an early childhood centre, and it is very off putting to even visit the Kilbirnie shops due to regular incidents. Multiple times we have found disgusting items by the entrance to the crèche - dirty underwear, alcohol bottles, used sanitary products, clothing and more. The smell of smoke and marijuana often wafted into the crèche too, which comes from the drinking groups who sit on the grass area next to the post	

Submitter/s	Position	Submission Content	Officers Response
		office. It would benefit many families if this alcohol ban was put in place	
Fred Albert	Yes	I am strongly in favour of alcohol control in the Kilbirnie central area	
Tim and Josie Dalman	Yes	We have business in Kilbirnie and our tenants struggle with the drunken aggressive criminal behaviour every day and the council should have fixed this up years ago like in Newtown. I hope the ban goes through. The Kilbirnie and Council could have done a better job as the consultation process in regards informing people of the public meeting and the issues, however it is very important that the ban now happens	
D. Townhill	Yes	To go shopping three of us have to go together to be safe from the aggressive drunks by Countdown	
Joan Abel	Yes	Kilbirnie Shopping was wonderful until the council let the drunks take over the street shame on you all	
Neal Swindells	Yes	We do observe some problems with alcohol in the Kilbirnie shopping area. There is no need for people to be drinking in this area outside of licenced premises	
Ann Ansell	Yes	The Main town area, footpaths and roads need policing	
Kelly Oliver	Yes	This is long overdue as antisocial drunken behaviour has negatively impacted on many of our businesses and created a sense that Kilbirnie is not a safe or desirable place to shop. So sad to have watched this transformation. When my lease expires in 4 years I expect to leave the suburb unless we see improvements - sad after head start being a part of Kilbirnie for over 40 years.	
Gary Holmes	Yes	The Kilbirnie Business Network argued strongly for the Kilbirnie shopping area to be included as a liquor ban area the last two times this was reviewed in 2015 and 2018 and many of the reasons we argued then are the same today. "The issue of alcohol-influenced anti-social behaviour has continued to get worse along Bay Rd and has been identified as the number one concern by both retailers and visitors to Kilbirnie, with many people reporting to us that they have received threats and intimidatory behaviour from people clearly under the influence of alcohol (evidenced by the bottles and cans alongside them.	

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
		Over the past few weeks we have had had forms in local stores available for the public to sign to show their support for a liquor ban - we attach copies of this petition form signed by 400 local residents supporting the proposed liquor ban."	
Bruce Welsh	Yes	Alcohol and its effects is one element that creates an unsafe atmosphere in the Kilbirnie township. A ban will give the police another tool to use.	
Fergus Cleverly		As a small business owner in Kilbirnie for the past 19 years I have noticed a steady decline in the atmosphere on the main street (Bay Road) due to a number of hard-core recidivist beggars, alcoholics and anti-social individuals that inhabit the area. It is so bad that my clients are making comments about coming to Kilbirnie and it is in turn affecting my business. The majority of these people are drinking openly during the day and it can be quite an intimidating experience. Quite often after a day of begging up to 10-15 people can be seen drinking outside the Kiwibank until quite late at night. with this anti-social drinking I have also noticed drug taking and dealing	
Dean Galt		The problems with public drinking in Kilbirnie requires a team approach form a number of different agencies but this is one part of it and gives the police a little more power to help prevent it. It seems to have worked well for Newtown	Officers agree that a combined approach is needed to ensure that the Police, Community Services team, and Social Service providers work collaboratively to identify vulnerable people who breach the alcohol ban. Officers support the Community Services team approach, with the police and social service teams working alongside an alcohol ban to address these issues in Kilbirnie.
Geraldine Murphy	Yes	Inner City Wellington supports the establishment of the alcohol ban area in Kilbirnie (areas A and B), 24 hours per day and seven days a week as we understand the impact that excessive and regular alcohol consumption in public places has on communities (both businesses and residents). We note that Council has agreed to work with the community to manage alcohol related issues. We acknowledge that there are wider issues that are leading to this problem and support a 'more intentional outreach service and tenancy services'. We note that Council has agreed to work with the community to manage alcohol related issues. We acknowledge that there are wider issues that are leading to this problem and support a 'more intentional outreach service and tenancy services'.	
Andrea Boston	Yes	Regional Public Health (RPH) supports the liquor ban if it is used with appropriate discretion and is supported by a range of activities to address the particular needs in Kilbirnie that will further assist the desired change. Police and community evidence shows an area with significant antisocial behaviour impacting on the community. A liquor ban is an accepted tool that when used with discretion is useful in controlling such behaviour and can reduce the impact of alcohol misuse in the community.	

Submitter/s	Position	Submission Content	Officers Response
Roger Tweedy	Yes	This issue is well known to me from work in the community including with the Business Network. Whilst I agree with the ban this will not alone solve the issue. It will however give the Police a tool to assist with their contribution. A key issue will be 'policing the ban' from a number of perspectives including Walkwise, community volunteers, businesses, community support workers sharing the load.	
Graeme Buchanan	Yes	Fully support this proposal - the area has gone downhill because of this issue combined with 2 massive sets of roadworks and a number of empty business properties, My only practical comment is why wouldn't Area A encompass both the Mosque (particularly given recent events) and the funeral home block	Officers acknowledge the recent events in Christchurch at the two mosques, but do not believe that there is any connection with the proposed alcohol ban in Kilbirnie. The proposed area has been agreed to by local businesses, community groups, residents groups, the Police, and the Councillors. The area takes into account alcohol related crime and disorder data provided by the Police
Rhona Carson	Yes	We support creating an alcohol ban area in the Kilbirnie business area and in Kilbirnie Park. We also suggest extending the area so that it includes the Kilbirnie Mosque and its environs.	
Bernard O'Shaughnessy	Yes	In my submission of the 25 October 2018 and as advocated to Councillors that for operational and common sense reasons a Kilbirnie ban area should be linked and joined to the banned area in Newtown. This means it would be much easier to all and the zone would be easier to have signage and compliance. I am aware that the consultation document put out provides for A and B options, but I recall that at the Council meeting an amendment was made to the "A" area to include a fairly big traffic island/ crossing zone at the corner of Coutts St and Onepu Rd which was not then portrayed in the plans, hence why not consider a wider area. My greater concern now is that although we are not able to foresee or predict the terrible tragic events in Christchurch of the killings at the Mosque(s). Councillors will be aware that in Kilbirnie we have one of the largest Mosques in Wellington. Presently it is outside the proposed liquor ban. I have had discussions with Council Officers on the matter and I think it would be appropriate for Councillors to receive information about that. The indication that the car park adjoining the Mosque is a 'public space' therefore would be included as a public street liquor ban area, and enforceable. My thought was that the Liquor Ban should be widened being at Coutts St/Onepu corner, down Onepu Rd to Cruickshank St, then along Cruickshank St to join with Queens Drive, then up the hill to link to the Newtown banned area. Thus all around the surrounding area of the Mosque would be totally included in a public street liquor ban. I have friends at the Mosque as there is a large community of Muslims of different ethnic cultures particular in Kilbirnie and Newtown. They have experienced abuse, insults and bad behaviour in and around their place of worship over the years. Having a ban will diffuse issues quite a bit.	The area of which includes the Mosque was not considered to be an area of high alcohol related crime and disorder. It is likely given the nature of activities undertaken at the Mosque that there is already an alcohol ban in place at the location. Understandably the Mosque is prominent in the minds of submitters following the Christchurch terror incident, but there is no evidence of alcohol related crime or disorder in the area, and no link of alcohol related crime or disorder to the

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
			perceived terror threat as well.
Kara Lipski	Yes	It would also be good to refuse any further licensing requests for shops selling alcohol	The proposed alcohol control bylaw does not affect the issuing of alcohol licences.
Thuan (Joe) Ly	Yes	Newtown was bad but got better with ban	Officers agree that the issues around alcohol in Newtown have improved as a result of the alcohol ban in 2010. However, it must be acknowledged that the issues facing Kilbirnie are not necessarily the same as Newtown.
Toby Bourke	Yes	I have been alcoholic and homeless, but at different times in my past. Not all homeless people are alcoholic, though many do have harmful substance abuse habits. Not all alcoholic people are homeless. Alcohol is an addictive mix of mind altering, depressant, carcinogenic, linked to high levels of crime, violence, abuse and anti-social behaviours Waipiro (alcohol) contains many toxins present in tobacco. Alzheimer's, Parkinson's disease and cancers. Also schizophrenia can be triggered and exacerbated by alcohol.	Although there are many health factors surrounding the consumption of alcohol, the effects of alcohol are beyond the scope of this paper.
Laura Dowdall-Masters	No	I would like to see the data behind this decision (e.g. some people think there's an issue, but what does the data say?). Slapping a liquor ban to an area without a full plan around dealing with the actual casual issues is reckless and very short-sighted. Will this 'fix' the problem, or just shift the problem? Also, are the police confident they can enforce this liquor ban? Will it take resources away from other areas? If the police can't confidently say they can manage this then it should not go ahead.	Officers agree that evidence and data is important to making the decision about putting a ban in place. The Act requires a high level of alcohol related crime or disorder. This has been provided by the

Submitter/s	Position	Submission Content	Officers Response
			Police and they have said that they support the proposed ban in Kilbirnie.
Stephen Moore	No	I oppose the proposal on the following basis This is a very poor piece of consultation because the supporting documentation lacks any information to describe the issues being experience other than the following statement which is unsubstantiated The Council received 28 submissions from business and community groups, and members of the public, asking it to consider implementing an alcohol ban in Kilbirnie, as there were a number of instances of public drinking and anti-social behaviour recorded in the area https://wellington.govt.nz/~media/have-your-say/public-input/files/consultations/2019/04/alcohol-control-bylaw.pdf?la=en This statement doesn't say what is bad about public drinking – only that's its happening and it also implies anti-social behaviour is linked to drinking with no proof or describing what this anti-social behaviour is. We know there's a lot of significant anti-social behaviour such as begging in Kilbirnie that is not alcohol related. This consultation needed to provide precise quantified information i.e. - What issues are being recorded, how many people seen and at what times of days, etc The net result is that this consultation is just a vote based on submitters gut feel, personal opinions and bias about the merits of a ban!	Officers acknowledge that the 28 submissions received in 2018 have played a role in this proposal, however, the data provided by the Police has also led to the Statement of Proposal being produced and the consultation being carried out.
Submitter/s	Position	Submission Content	Officers Response

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
<p>Question 2. Do you support the proposal to establish an alcohol ban area in Kilbirnie Park and surrounding streets – shown as Area B in Figure 1</p>			
<p>Submissions received: 98</p> <p>Agree with the proposed change and made comment : 26 (below) Jay Hirst, Lauren Castle, Abby McLaren Jason Clarke, Julie reeves, Neema Desou Colin Cameron, Kirsten Windelov, Sarah Faherty, Allan Gray, Kara Lipski, Linda Cameron, Nicko Liolis, Bernard O’Shaughnessy, Fergus Cleverly, Stuart Slater, Bruce Welsh, Roger Tweedy, Leann Farrer, Martin Beck, Thuan (Joe) Ly, Neal Swindells, Toby Bourke, Liam Davies, Andrea Boston, Rhona Carson,</p> <p>Agree with the proposal with no further comment: 64 Robyn Atkinson, Penelope Burns, Josephino Ramas, Cimarron Lang, Noeline Suafa, Paul Yee, Paul Kuggelij, Bree Russell, Meredith Charmaine, David Issac, Fionola Dunn, Kirstie Lester, Andrew Jessett, Emily Lawrey, Stephen Cotterall, Andrea Mooij, Eric Mooij, Patrick O’Brian, Lynley Thomas, Carol Doyle, Giles Brown, Owen Ashwell, Patapsing Rathod, Nan Narain, Stephanie Pouloupous, Joel George, Fred Albert, Tim and Josie Dalman, Graeme Buchanan, Maria Yiavasis, Dean Galt, Ellie Thomas, Manus Sarkar, D. Townhill, James Honeyman, Liz Summers, Guest McDonald, Robert Orr, Miny Kang, Joanne Morris, A Gibson, Caroline Nobis, Jannie Nahemia, George Sale, Joseph Jones, Neva Kareach, Joan Abel, Dennis Walton, Jagat Binay, Jain Pooja, Tamatha Paul, Sarah Hall, Christine Woods, Yin Lu, Mrs Hayes, Nicola Gates, Heng Solhan, Ann Ansell, Amanda Wang, Geoff Mills, Rachel Cassey, Mary Daish, Geraldine Murphy Gary Holmes.</p> <p>Agree with the proposed change and made personal comments that were generally beyond the scope of the proposal: 2 Margaret Hamilton, Kelly Oliver</p> <p>Disagree with proposed change no further comments : 6 Stephen Moore, Laura Dowdall-Masters, Ian Nutley, Zhongtao Zhang, Carl Bennett, Ella Buchanan,</p>			
Jay Hirst	Yes	I am disgusted the WCC has not done this yet!!! I have already done submissions on this a year ago. As soon as Newtown had the Liquor Ban impose, the very next day all those people just came into Kilbirnie shopping area, it is a disgrace the begging and alcohol go hand in hand, it is not a safe place to walk around now at all	Officers acknowledge that there has been a demand from residents for some time on the proposed ban in Kilbirnie, and acknowledge that there is also an element of street begging in the Kilbirnie area.
Martin Beck	Yes	Absolutely	

Submitter/s	Position	Submission Content	Officers Response
Abby McLaren	Yes	Same comment as above - The area is full of schools and council facilities - there are kids everywhere. Often on Sunday morning we pick up bottles (sometimes broken ones) in the playground! I appreciate there is a wider issue and banning drinking in Kilbirnie will only shift the problem. But the fact is - I want my kids (and myself) to be confident and feel safe moving around our neighbourhood.	Officers acknowledge that there are issues facing the Kilbirnie area, relating to alcohol consumption in public areas. This has also spread to the Park, and is impacting on family activities in the park. Engagement with community groups who use the park has led to Officer's recommendation to include the park in any potential alcohol ban in Kilbirnie.
Jason Clarke	Yes	Yes 100% with young kids, we have regular trips to the park, and have noted: - smashed glass bottles (not safe for kids without shoes). - dumped cans/bottles (right beside bins?) - Damage to the playground and tagging profanity readable by the kids presumably (but not proven) to be from the drinkers. - Multiple people literally drinking alcohol on the benches in the MORNING on the weekend while kids are playing.	
Lauren Castle	Yes	In addition as proud Poneke rugby members we support the extension of a liquor ban to Area B in the proposal. Young children do not need to be exposed to excessive alcohol use and the dangers associated with broken glass in that highly used area should be avoided at all costs. Any move to reduce the association between excessive alcohol consumption and sport is a good one, in our view.	
Neema Desou	Yes	Good for children, they don't need to see people drinking and swearing loud and shouting, children will be in fear.	
Colin Cameron	Yes	Improve the atmosphere of the area	
Kirsten Windelov	Yes	I support the proposal to introduce this in the Kilbirnie area but could you please consider including the Leonie Gill Walkway within the area covered? I guess people need to have a place to go and it's hard to know where to draw boundaries. The walkway would seem a logical place for people to go in they are excluded from the town centre. We use this regularly with our kids in the morning - it's on the way to school. It is not unusual to see someone sleeping rough there or using this as a place to have a drink.	
Sarah Faherty	Yes	When we go with the children to play we have to check there are no broken bottles as we have seen the children get cuts	
Allan Gray	Yes	Yes because that's a sports area with lots of teenagers and kids... So they can drink at the pub or at home	

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
Toby Bourke	Yes	I live near and walk along this most days weekly, over the past year I have most days seen glass bottles strewn along the filed from alcohol, often many broken pieces, this is dangerous as children play here and the public toilets have often been in a terrible mess with the stench of alcohol and damage from vandalism.	
Linda Cameron	Yes	There are a number of schools nearby	
Stuart Slater	Yes	People (including children) should feel safe to walk through there	
Leann Farrer	Yes	To me it is not fair as children are at the park; they shouldn't be subject to the alcohol being consumed on or around the playing fields. Unfair for the Poneke clubrooms who are trying to keep afloat plus the cricket club. Alcohol all has its place in bars, clubs and restaurants not in public parks or streets of Kilbirnie	
Nicko Liolis	Yes	There is no need to drink alcohol at parks where there are people enjoying themselves	
Bernard O'Shaughnessy	Yes	But as suggested above I want to see the social housing units, school and ASB Centre included. (Appendix A) People who commute (walk, bus, cycle or by vehicle) from Newtown realize they are leaving a banned area at the top of the hill (Constable St joining in Crawford Rd) so it would be sensible to have the banned area all the way through without a land gap between the two suburbs. I attach a map of my suggestions. Another option could be to bring the ban down Wellington Road to St Pat's College then to the ASB Centre. (Appendix B)	
Rhona Carson	Yes	We support creating an alcohol ban area in the Kilbirnie business area and in Kilbirnie Park. We also suggest extending the area so that it includes the Kilbirnie Mosque and its environs.	As with the response to the previous question in which Mr O'Shaughnessy argued to expand the area further, the area has been agreed by the community and relevant stakeholders. It is not possible to implement a ban on the school as that is controlled by the Ministry of Education. It should also be noted that a complete ban is not favoured in the submission received from St Patrick's College suggested that they believed the issues did not affect the College and believed that the 24 hour ban on the park was not necessary. The proposed area has been agreed to by local businesses, community groups, residents groups, the Police, and the

Submitter/s	Position	Submission Content	Officers Response
			Councillors. The area takes into account alcohol related crime and disorder data provided by the Police
Kara Lipski	Yes	I've noticed that the rugby group in Kilbirnie has renamed their buildings. Inference is that it will be an entertainment area. In short control of alcohol is needed	The Hub Toitu Poneke Community has acknowledged the issue with public drinking in the park and in conversations with officers they have indicated their support for the ban on the park. They believe that any drinking in the area should be undertaken in the licensed premises inside the club.
Liam Davies	Yes	<p>Youth council was initially opposed to the introduction of a liquor ban for the Kilbirnie area. We understand that there is an issue with alcohol and related nuisance in Kilbirnie particularly in and around Bay Road however we felt that it would not be an effective method of addressing the issue of alcohol related harm in Kilbirnie. This is because the issue is mainly due to a small group of individuals who are in essence living and rough sleeping in the Kilbirnie. We thought that a punitive approach (such as a Liquor ban) would not be an appropriate response for some of our communities' most vulnerable members, and we would simply see the problem move elsewhere.</p> <p>However in light of information from council officers about the new approach to assisting these individuals and addressing issues such as addiction in a more proactive and empathetic manner, we welcome this fresh approach. And, combined with the information that the police will not be fining individuals, but rather referring them to the appropriate agencies, we tentatively support the proposal so long as this approach is adhered to.</p>	Officers acknowledge the data provided by the police shows that there is in fact a high level of alcohol related crime or disorder in the Kilbirnie areas that have been identified, this alongside the combined approach to managing the issues using the Council, Police and Social Service networks has led to this position.
Fergus Cleverly	Yes	Yes any alcohol ban must have a reasonably large surrounding periphery as banning alcohol in one small location means that people who drink will only have to move onto the next public area without an alcohol ban. That in turn means that when people are intoxicated they will return to areas where these people will gather and to purchase more alcohol ie Kilbirnie shops.	Officers acknowledge that there is indeed the possibility that by implementing a ban in Kilbirnie it could in fact cause the issue to move to another area. Officers

CITY STRATEGY COMMITTEE
13 JUNE 2019

Submitter/s	Position	Submission Content	Officers Response
Bruce Welsh	Yes	Kilbirnie Park is a fringe area to the shopping Centre that without a ban would be a holding space for people to congregate and drink. Often bottles and mess have been left around the park and public facilities.	believe however, that the approach by the Police, the Council and Social service teams will mean that there should not be a large issue of migration by those drinking in the streets as they will be engaged with rather than simply moving the drinkers on.
Julie Reeves	Yes	Yes, because the offenders will just move out of central Kilbirnie to these surrounding areas otherwise	
Roger Tweedy	Yes	Seems logical to extend beyond the BID boundaries however as above will add to the 'policing required'	
Thuan (Joe) Ly	Yes	to protect the swimming pool yes	
Andrea Boston	Yes	RPH supports the introduction of an alcohol ban in area B. The concerns expressed by the community hub and Sports Centre are important to acknowledge and it would not be unexpected that the antisocial behaviours could be relocated here and exasperate the existing problems.	
Neil Swindells	Yes	We have not noticed problems in this area and do believe that sportsmen and women who have social drinks on Kilbirnie Park are not causing a problem. We would like some flexibility for social drinking at the park between 2pm and 8pm	
Submitter/s	Position	Submission Content	Officers Response

Submitter/s	Position	Submission Content	Officers Response
Question 3. If an alcohol ban was created in Kilbirnie, do you support it being in place 24 hours Seven days a week?			
Submissions received: 98			
<p>Yes : 92 Jay Hirst, Lauren Castle, Jason Clarke, Julie reeves, Neema Desou Colin Cameron, Kirsten Windelov, Sarah Faherty, Allan Gray, Kara Lipski, Linda Cameron, Noko Liolis, Bernard O'Shaughnessy, Roger Tweedy, Leann Farrer, Martin Beck, Thuan (Joe) Ly, Toby Bourke, Liam Davies, Andrea Boston, Rhona Carson, Fergus Cleverly, Stuart Slater, Bruce Welsh, Margaret Hamilton, Kelly Oliver, Robyn Atkinson, Penelope Burns, Josephino Ramas, Cimmarron Lang, Noeline Suafa, Paul Yee, Paul Kuggelijn, Bree Russell, Meredith Charmaine, David Issac, Fionola Dunn, Kirstie Lester, Andrew Jessett, Emily Lawrey, Stephen Cotterall, Andrea Mooij, Eric Mooij, Patrick O'Brian, Lynley Thomas, Carol Doyle, Giles Brown, Owen Ashwell, Patapsing Rathod, Nan Narain, Stephanie Pouloplous, Joel George, Fred Albert, Tim and Josie Dalman, Graeme Buchanan, Maria Yiavasis, Dean Galt, Ellie Thomas, Manus Sarkar, D. Townhill, James Honeyman, Liz Summers, Guest McDonald, Robert Orr, Miny Kang, Joanne Morris, A Gibson, Caroline Nobis, Jannie Nahemia, George Sale, Joseph Jones, Neva Kareach, Dennis Walton, Jagat Binay, Jain Pooja, Tamatha Paul, Sarah Hall, Christine Woods, Yin Lu, Mrs Hayes, Nicola Gates, Heng Solhan, Ann Ansell, Amanda Wang, Geoff Mills, Rachel Cassey, Mary Daish, Geraldine Murphy, Joan Abel, Gary Holmes, Zongtuo Zhang, Amanda Wang</p> <p>Yes to the business area, no to the park: 1 Neal Swindells</p> <p>No: 5 Laura Dowdall-Masters, Ian Nutley, Carl Bennett, Abby McLaren, Ella Buchanan.</p>			

Question 4. Do you support the proposed change to the alcohol ban area in Kelburn Park as shown in Figure 2?

Submissions received: 468

Yes, no further comment: 62

Robin Aitkinson, Kylie Buck, Bruce Carey, Jay Hirst, Josephino Ramas, Noeline Suafa, Paul Yee, Paul Kuggelijin, David Issac, Julie reeves, Andrew Jessett, Emily Lawrey, Stephen Cotterall, Eric Mooij, Patrick O'Brian, Giles Brown, Owen Ashwell, Neema Desou, Stephanie Poulopoulos, Joel George, James Honeyman, Liz Summers, Robert Orr, Miny Yang, Sarah Faherty, Allan Gray, Caroline Nobis, Linda Cameron, George Sale, Joseph Jones, Joshua Martinsen, Ben Drury, Gabrielle Po-Ching, Iffah Abdul Rahim, Zavier Boyles, Marcella Griffin, Rabeea Inayatullah, Jagat Binay, Christine Woods, Nicola Gates, Sophie Unsworth, Ataria MacDonald, Gabriella Sansom, Joel Lamb, Fila Neonaki, Koyaba Shashi, Byrony Brown, Pamela Cavanagh, Grace Lewis, Anne Smithi, Caroline Young, Stepahanie Horne, Sam Tibbitts, Ada Liang, Angeleikii Neogongki, Xin Chen, Han Win See, Ryan Haruai, Vikas Tyagi, Fergus Cleverly, Amanda Wang, Rachel Cassey.

Yes with substantial comment: 18

Abby McLaren, Kirstie Lester, Jason Clarke, Tim and Josie Dalman, Carol Doyle, Graeme Buchanan, Colin Cameron, Kara Lipski, Bernard O'Shaughnessy, Rebecca Dobbin, Dennis Walton, Sarah Hall, Martin Beck, Mary Daish, Dainty Ei, Geraldine Murphy, Nikola Loptisch, Andrea Boston.

Yes and made personal comments that were generally beyond the scope of the proposal: 8

Meredith Chamaine, Margaret Hamilton, Nicko Liolis, Stuart Slater, Toby Bourke, Heng Solhan, Lisa Thompson, Yin Lu

No, no further comment: 296

Stephen Moore, Ian Nutley, Carl Bennett, Maria Yiavasis, Hannah Fleming, Samuel Way, Nick Tinholt, Calan RB, Sam Tait, Jesse Redstall, Ella Hoogerbrug, Billie Haddleton, Charlie Saxton, Imogen Williams, Kodi Rasmussen, Lance Encabo, Phoebe Newman, Mamata Dahal, Otto Lane, Izzy Sheild, Lachie Southall, Scott Walden, Ciaran Lannon, Monty Greig, Jack Player, Zane Beaver, Patrick Hickey, Olivia Clegg, Lachlan Macintosh, Olivia Bosselmann, Alex Payne, Louis Hutchings, Quinn Herring, Charlotte Gambrell, Isabella Ullrich, Skylar Chapman-Peters, Madison Walker, Charlotte Holmes, Marina Nash, Matthew Casey, Callum Macaskill, Jacob Spence, Kyla Tilley, Piper Hewitt, Daniel Sewell, Jayden Hann, Luca Heuberger, Ollie Galvin, Nicola Hallberg, Joshua McDougall, Thomas Lee, Amanda Jolly, Karmelle Easton, Lucy Harwood, Andrew Frankish, jack Connor, Pete Nola, James Beard, Jonty Anderson, Lawson Brownie, Izzy Bayley, Isaac Woodd, Oscar Brown, Kirsten McCulloch, Jack McConnell, Caitlin Booth Richards, Rebecca Whittet, Darcy Walker, George Carr-Smith, Thomas Smith, Lucy Johnsotn, Josh Giles, Aj Monk, Matthew Healey, Rhian Vincent, Tom Wyatt, Adam Young, Zach Weir, Jordan Anderson, Terise Broodryk, Lara Howells, Megan Fell, Maeve Egan, Fraser McConnell, Samantha Glanfield, Lachlan Walcroft, Taone Lawrence, Harry Bates, Holly Kerr, Benjamin Aiken, Toni Dewar, Jack Grethe, Sarah Ward, Hannah Sowman, Max Shearer, Sophie Simons, Guy Roberts, Zara Kashkari, Pio An, Tamatha Paul, Rebecca Welsh, Connor Harrison, Grace Peia, Jazmin Henare, Kirsty Frame, Jade Gifford, Ariana Thomson- Lawrence, Hannah McDonnell, Claire Doney, Jack Jones, Zara C, Jeremiah Sakaria, Zoe Lyall, Harriette Watson, Lachlan Walcroft, Billy Harrison, Flynn Everingham, Joe Ogle, Leah Baker, Kathryn Palmer, Leila Palmer, Leila Collinson, Grayson Gaze, Fern Donovan, Briana Coppell, Lilly Andrews, Mehdi Hosseyini, Nakissa Wilson, Stefan K, Emanuel Evans, Elliot Blyth, Maddy Holland, Nikita Aranga, Madison McGregor, Claudia Rosewood, Tessa Olsson, Anna Russell, Jacob Spillane, Charlie Timpany, Leroy Loader, Thomas Walker, Nicola McDonald, Sam Cullen, Amanda Stone, Rishabh De, Harrison White-Johnson, Bonny Chandrakuaran, Erin Dailey, Grace Henderson, Ellie Latton, Ella Wight, James Milliongton, Melissa Prom, Timothy Ng, Laura Yate, Evan Vallender, Jamie Ward, Ted Dobbs, Jenhavi Gosavi, Rebecca Matijevich, Milan Gross, Miriam Jafer, Adam Clayton, Roman Eggleton, Sam Howard, Clemency Martell-Turner, Lillie Cripps, Sophia

Ranson, Gemma Williams, Brodie McCullough, Moa Bisley, Theo Clifford, Adriana Vasinca, Peyton Mihalek, Emily Pinner, Madi Devereux, Sarah Staladi, Abbie Chubb, Janke de Vries, Alice Crisp, Laura Blaauw, Liam Gilligan, Shannon Hayes, Lachlan Oosterman, Ella Power, Maceo Watson, Johnny Brebner, James Ngo, Elise Laserna, Marino Doyle, Amos Turley, Rhian Vincent, Matariki Moetara, Lance Schaffer, Solomon Klinger, Sarah Mackenzie, Nikki Anderson, Rory Johns, Sarah Harris, Joseph Hodges, Sylvia Orr, Helen Horwell, Josh O’Hagan, Rhone McCartney, Harry Ross, Ben Levene, Evie Gillan, Oscar Jones, Matthew Tucker, Finn Parr, Kiana Gabb-Warren, Ollie Cox, Madeline Thompson, Ben Hanson, Georgia Veragos, Finn Carroll, Tamatha Paul, Alexandra Van Dam, Porsha Rae Paku-Griffiths, Chloe Johns, Lucia Giacon, Cealagh Taillon, Jazmine Hina, Sophie Flenglge, Morgan Lovegrove, Deja Tuoro, Troy Brown, Natalie Walsh, Sophia Francis, Larissa Tucker, Braydee Rose, Sam Copstake, Leah Cooper, Jordan Schude, Charlotte Anderson – McEwen, Laura Naylor, Asha Hastie, Onolina Lemana, Olive Sua, Veronique Kruiger-Tagloto, Harrison White-Johnson, Tiare Donelan, Dylan Allpress, Caitlin Hickey, A Wilkes, Mila Maxon, Alka Ahirao, Isla Cottrill, Rebecca Brisman, Jasmin (no surname), Mimi Seine, Ruby Reid, Cass Darien, James Weaver, Anarinu Masters-Herewinm, Kumaia Takiura-Mita, Teia-Rei Savage, Deepa Punja, Caitlin Goodie, Fin McLachlan, Thomas Stewart, Hena Beneseman, Windham Hunter, Flora Welte, Ana Cheetham, Jess Forbes, Samantha Sinclair, Camron Smith, Michael Winton, Alyssa Phillips, Heidi Ellis, Chintan Patel, Stella Graydon, Jeremy Ruslan Borlase, Kaylee Dickson, Israel Black, Benjamin, Ryan Kveton, Pawan Kumar, Rick Iti, Tegan van der Peet, Marcus Rathord, Leonardo Flores, Sai Panda, Yurieke Nadiya R, Pilvi Nikaramaa, Gianna Zeyus, Lucy Leibergrreen, Joshua Rafael, Imogen Ashmure, Sandjna Manocha, Erin Little, Waimarie Cross, Maweke Hanson, Shinja Roberts

No with substantial comment; 68

Laura Dowdall-Masters, Ella Buchanan, Guest McDonald, Joanne Morris, Connor Beere, Sophie Woudt, Hannah Glaeser, Jack Skinner, Hannah Bylde, Bella Howarth, Tori Soddells, Sam Smith, Mollie Cornfield, Jessie MacEwen, Moses Day, Jack McNeill, Marlon Drake, Dylan Somerville, Melissa Harward, Todd Trewern, Isaac Paterson, Phoebe Murphy, Evelyn Walford-Bourke, Kobe Maxwell, Tom Gullery, Rombout Ruiterkamp, Kate Easton, Carmel Johnson, Josephine Dawson, Sydney Poore, Ella Buchanan, Rose Herda, James Morgan, Francesca Neal, , Aria Fuller, Kayla Keegan, George Beggs, Laura de Vries, Jess Dean, Jarrod Hosnel, Oakleigh Wetzelberger, Matthew Stewart, Jacob Wood, Poipoiate Taonga Poe, Agnar Niksson, Dylan Budge, Oahley Wilson Rangihuna, Jennifer Alderton-Moss, Jacob Li Calsi, Patricia Waibochi, Tadhg Connolly, Jesse Weir, Grace Moreton, Lilly Craig, Tim Everitt, Etieine Wain, Millie Osborne, Maggie Matthews, Fenella, Callan McAllister, , Deacon McIntyre, Sarah Oldman, Genevieve Lacey, Liam Davies, Rainsforth Dix, Fred Albert, Amy Griffiths, Molly Sutton.

No with minor comment personal comments that were generally beyond the scope of the proposal 16

Zhongtao Zhang, Dean Galt, Adam Kwiecien, Zac Hobbis, Rita Shasha, Finlay Keip, Louie Mcleod, Cooper Vile, Keegan Flowerday, Sam Deacon, Georgia Devereux, Erza Cashmore, Sam Russel, Richard Beere, Will Jakicevick, Jarrod Woolf

Abbey McLaren	Yes	I don't go to Kelburn much; unsure why this is a joint submission - but assuming Kelburn has a similar problem as Kilbirnie, I support the ban	Officers believe that the issues facing Kelburn park are significantly different from those in Kilbirnie. The park is frequented by predominantly young people, and the issues raised by submitters have been
Kirstie Lester	Yes	Don't know Kelburn but if they have the same issues as Kilbirnie then absolutely support this. Not voting was not an option so your results may get skewed	

CITY STRATEGY COMMITTEE
13 JUNE 2019

Jason Clarke	Yes	I've not had first-hand experience with the issues at Kelburn Park, however, the proposal sounds appropriate	mainly noise and litter issues. Compared with Kilbirnie, there are no violent offences presented in the police data and no recordings of violent or threatening behaviour, in Kelburn Park.
Tim and Josie Dalman	Yes	Another disaster area	
Mary Daish	Yes	Another Problem Area	
Carol Doyle	Yes	Support total ban in public places	Officers do not believe a ban on all public places is warranted. There is not sufficient evidence of alcohol related crime or disorder to warrant a complete ban, and it would not be justified as a reasonable limitation on people's rights and freedoms under the Local Government Act 2002.
Graham Buchanan	Yes	I don't understand why it would not be 24/7	The Proposed ban was agreed by the stakeholders in the area as not to impact on day activities in the park.
Colin Cameron	Yes	Make all parks better for children	Officers acknowledge that there is a desire to maintain clean and safe parks. There have been multiple requests for additional rubbish and recycling bins,

Dainty Ei		a free recreation area for all ages should be alcohol free area	however officers do not believe that this is sufficient a reason to warrant the implementation of an alcohol ban on Kelburn Park.
Kara Lipski	Yes	The Park area needs to be kept free of litter from alcohol drinkers.	
Sarah hall	Yes	this is a big worry, we used to take tourists down to the park but now it's embarrassing to see all the alcohol bottles	
Bernard O'Shaughnessy	Yes	Kelburn Park has long been a place of destination for young drunk university students. Isn't it all rather boring as we are in a new age now? The alcohol is cheaper with a greater range and sadly some of our statistics show increases in sexual abuse and drunkenness associated with this university (who wants to change its name). International students (and their paying parents) get alarmed at the alcohol excesses of young students from around NZ. Do we really want to be another Otago!	Officers acknowledge the Mr O'Shaughnessy has provided a significant submission; however, the points raised in this answer are generally beyond the scope of the proposal.
Dennis Walton and Nikola Koptisch (Identical Submissions)	Yes	<p>We support the proposal to institute an alcohol ban on Kelburn Park. A Bylaw can be justified as a reasonable limitation on people's rights and freedoms. Our previous submission demonstrated the high level of disorder fuelled by the consumption of alcohol at Kelburn Park, and that it met the required threshold for an alcohol ban. The proposed ban is 8pm to 8am and would have no impact on anyone using the park for legitimate purposes. We believe that the level of harm has been met, as evidenced by the very real mental health problems suffered by some residents.</p> <p>The essential problem is VUW (whose students binge drink on Kelburn Park) and WCC (guardians of the park) as both sides think it's the other sides' problem. Unfortunately the residents' wellbeing is the casualty in this impasse. Both VUW and WCC have lofty policies about noise and disruption in the neighbourhood, but neither side is delivering on these policies. The disorder at the park continues and WCC has done nothing to stop it.</p> <p>WCC is obligated to provide a level of peace and quiet to its citizens (and ratepayers). Council has told us repeatedly it has no power to act unless there is an alcohol ban, yet its bylaw states it should uphold the peace and quiet with "enforcement orders and abatement procedures" – these are clearly not working. Council's noise control is ineffective, and its record-keeping of complaints is almost non-existent, as our own figures prove. The police are also letting us down;</p>	Officers acknowledge the on-going issues raised by the Vic Neighbour residents group and engagement with the group. There have been multiple instances of noise complaints, and although these are obviously problematic, and officers do not wish to diminish the effect that noise has on the neighbours of the park, it must be noted that an alcohol ban (if enforced) would only have an impact on alcohol possession and consumption. Although there are genuine concerns relating to noise issues in the park, Officers do not believe this

		<p>it's near impossible to contact them on their non-urgent number, and their response time has been unreliable. Low level of reporting to these agencies should not be used as a guide as to the level of disorder taking place.</p> <p>Recently Campus Care has been effective in moving on trouble makers, however that is reactive rather than proactive. And this is entirely at the pleasure of VUW. It is essential that WCC put in place the only mechanism that will give them control over the park and give the residence surety of our basic rights. The elected members of council owe it to the residents not to fob us off, again.</p> <p>Central Government is promoting "fairness and wellbeing". We think it is time the council got on board with this also. (See attachments)</p> <p>There is evidence that the area to which the bylaw is intended to apply has experienced a high level of crime or disorder that can be shown to have been caused or made worse by alcohol consumption in the area; and</p> <p>A by law is appropriate and proportionate in light of that crime or disorder.</p> <p>Vic Neighbours has also challenged the Council officers and the University's position that a ban could lead to students drinking in areas that are unsafe. "They suggest a 'ban will move students to drink in unsafe places and will do more harm than good.' That is nonsense, firstly their drinking is already 'unsafe'; secondly, any decision to drink in an unsafe place is entirely up to the individual. It is over to VUW to provide a safe place if that is a concern, not WCC"</p> <p>"WCC is providing VUW with a convenient venue, with rubbish removal and vandalism repair free of charge and no obligations to health and safety. WCC has no business providing this facility." They also pointed to the fact that Otago University had purchased a bar for students to drink in. "It is noted that Otago University has been proactive and purchased their own pub"</p>	<p>would be classified as a high level of alcohol related crime or disorder and would not warrant an alcohol ban on the park.</p> <p>The notion that Otago University Students Association had purchased a pub in order to provide a safe space for students to drink in as well as provide a cheaper alternative to more expensive pubs that students didn't frequent is not really an available option in Wellington. It is noted that the bar purchased by the Otago students association was in fact an already established bar that had gone out of business next to the University. As no such option is available in Wellington, this is not a viable option here.</p>
Geraldine Murphy	Yes	<p>Inner City Wellington supports the establishment of an alcohol ban area in Kelburn Park as shown in the consultation document, and that it is in place between the hours of 8pm and 8am, seven days a week. We fully agree with the submission made by Vic Neighbours and urge councillors to support the residential community and establish the limited alcohol ban area to mitigate effects of alcohol-fuelled disorder and associated harms.</p>	

Martin Beck	Yes	Students should drink and rage on uni property, not a public park	The University has agreed to undertake a review of its alcohol policies in the Halls of Residence on campus. This includes reviews of the so called “kick out time” and alcohol free rooms.
Rebecca Dobbin	Yes	I support the alcohol ban in Kelburn Park because students shouldn't need to drink at a park. The real issue is that landlords ban students from having gatherings. Halls push students out at 10pm.	
Andrea Boston	Yes	<p>RPH supports the introduction of an alcohol ban in Kelburn Park. The park is a well-known public location for the consumption of alcohol. Our concerns regarding the misuse and excessive consumption in the tertiary population are well known to Council and we continue to present health information to Wellington District Licensing Committees in efforts to reduce alcohol related harm. Excessive consumption is impacting on student health and likely their performance, as well as diminishing the amenity and good order of the area creating stress and welfare issues for residents.</p> <p>We acknowledge that Victoria University has adopted a number of approaches in efforts to reduce alcohol related harm; such as increased security, social norm approaches where greater visibility is made of students' non-drinking or moderate consumption, support for students with problem consumption and restorative justice for those adversely impacting on their local communities. These policies at Victoria may be making some impact on hazardous consumption alongside a general culture shift in the younger population associated with the increasing interest in healthy living and sustainability.</p> <p>NZ research shows that policy and wider environmental changes are contributing to a small reduction in the tertiary student prevalence of drinking to intoxication and the prevalence of drinking generally. However excessive consumption levels are still too high. Further this reduction in consumption is not necessarily visible for those living alongside student populations. Increased student numbers means the population level reduction in harm is less visible in these communities.</p> <p>With student numbers expected to grow further the problem is not likely to be resolved in the short term.</p> <p>We expect the introduction of a ban to have a dampening effect on the consumption of alcohol in public and would not result in a total transfer of the problems to another location, particularly if adopted with further actions to reduce consumption and harm. Concerns about displacement could be well managed through an evaluation of the ban. We would be willing to work with</p>	<p>Officers acknowledge that there are issues with consumption levels across New Zealand.</p> <p>Victoria University has worked closely to try and alleviate issues and has pledged to continue doing so in the future.</p>

		interested agencies, the university and students to assess the bans impact and progress further strategies to reduce alcohol harm in the tertiary population.	
Laura Dowdall-Masters	No	Same as before...I would like to see the data behind this decision (e.g. some people think there's an issue, but what does the data say?). I would hate to think that we are listening to a few squeaky wheels over evidence. Slapping a liquor ban to an area without a full plan around dealing with the actual casual issues is reckless and very short-sighted. Will this 'fix' the problem, or just shift the problem? Also, are the police confident they can enforce this liquor ban? Will it take resources away from other areas? If the police can't confidently say they can man this then it should not go ahead.	Officers agree that the data shows a very different situation to that in Kilbirnie. There is not the high level of alcohol related crime or disorder to warrant an alcohol ban on Kelburn Park and this is shown in the data provided by the police.
Fred Albert	No	data suggests less of a problem and possible side effects	
Joanne Morris	No	I think the Kelburn situation is very different - some rowdy students there vs many criminal incidents in Kilbirnie involving alcohol	
Mollie Cornfield	No	Neighbours have every right to call noise control, but an alcohol ban is not necessary.	
Evelyn Walford-Bourke	No	The alcohol ban is based on a desire to curb noise and rubbish - yet it's a public park, where the public can and should be able gather and make noise, and there are a grand total of two bins at the park. It would be better to add bins and maybe better monitoring, especially as there is so little support for a ban - even police agree it is not a problem area.	
Sarah Oldman	No	Not any good enough reasons, waste of Police resources	

Genevieve Lacey	No	No good reason to, waste of time and resources	
Rombout Ruiterkamp	No	Most of the alcohol consumption I witnessed or was a part of in the park was respectful and tidy, leaving behind no litter. There are very few residences directly near the fountain where most of the drinking is done, and the 10pm kick out at weir on a Friday night generated much more noise than any drinking in the park.	
Moses Day	No	Not a pro-active alternative, will only create more problems for the majority of students while satisfying the few locals living around the field from noise on a large field that minimizes travelling sound usually from small groups of university students out drinking around 8 pm at night, this can be seen by the lack of noise complaints in the past decade.	
Guest McDonald	No	I strongly oppose the establishment of an Alcohol Ban in Kelburn Park. I do not believe it meets the legal requirements of a ban as set out in the Local Government Act 2002. Firstly, the Act states that the alcohol must be causing a "high level of crime or disorder." certainly the students are noisy and messy but this does not constitute a high level of disorder. Additionally, Police report that alcohol related crime in the area is only at a low level. Secondly, the ban must be "appropriate and proportionate" to the disorder. It does not appear to be proportionate, as described above levels of crime and disorder are not high and thus a ban is not proportionate. It is also not appropriate for the area; the ban would force the university students to drink in other locations, which are likely to be less safe and simply annoy residents in other locations. I suggest that if the Council wants to manage student drinking, it should work with the student body to find a solution; banning their very natural activity would only place them in more dangerous situations.	
Ella Buchanan	No	As a student who lives directly next to Kelburn Park, I have seen no reason to put in place a ban. I have never engaged in "inappropriate drinking behaviours" in that given area, nor have I witnessed others engage in those behaviours either. I have also never felt unsafe at the park both at night and during the day, as a result of drinking-induced misconduct. A ban, therefore, will solve no issues, and all it will do it will cause unnecessary adversary between the council and students, and also will inflict unnecessary fines on students who are causing little harm to	Officers acknowledge the safety issues raised by many submitters in relation to the proposed ban in Kelburn Park. Pre-engagement with stakeholders as well as the

		anyone in the first place. Enforcing a ban would directly show little respect for the voice of students and the surrounding community. I am strongly against this ban.	<p>police has led officers to agree that there are a number of safety concerns related to the implementation of a ban. The park although not externally lit, is an open space, which does attract natural light, it is a flat area which makes it ideal for groups to gather in. There are a number of safety concerns around the steepness of the surrounding bush areas and that a ban on the park would mean that drinkers may decide to hide in the bush areas rather than risk the chance of being caught in breach of a ban.</p> <p>There is also a concern that drinkers may decide to move to the Botanic Garden, which would be a safety risk as well as a risk to the garden area.</p>
Connor Beere	No	Kelburn Park should not have an alcohol ban! Botans I understand but KP! Absolutely not. If it is banned then the drinking will just take place elsewhere in probably far more dangerous places	
Hannah Blyde	No	If the ban was put in place students would move to drink at the botanical garden which could cause damage to the lovely park.	
Tori Soddells	No	It's a bad idea, students will be drinking in unsafe places and the safety bus leaves at 10pm so it's Not like students are there very long...	
Jack McNeil	No	Kelburn Park is a relatively safe place to consume alcohol. The first time I went to town during O Week, I witnessed a fight between two drunk adults right in front of me. Violent behaviour from older, larger adults than me is prevalent throughout town, and is far away from my home, Weir House. The Park is close to town, populated with first years like me, and always a fun time. If the real concern with the Park is noise, would it not be a better solution for the police to more actively monitor the area on Wed, Fri and Sat nights? Not only could this keep noise down, but could make Kelburn Park even safer. If the ban is established in Kelburn Park, police resources will need to be allocated for enforcement anyway, so surely just allocating more police is a better solution.	
Marlon Drake	No	Stupid. Just gonna make first year students who are brand new to the city get drunk and lost in more dangerous, poorly lit areas. and for what? Like 10 votes from the neighbours at Kelburn park? Nice one WCC. Weir house has been there a lot longer than some of the neighbours who are complaining for no reason.	

Melissa Harward	No	Kilburn park is a well-lit low density place for uni students to gather. There are not large numbers of neighbours to disturb. Ensuring that young people are safe while drinking should be a priority for the City Council. If they do not go there then they will go somewhere else.
Todd Trewrn	No	This is an idiotic idea that will only result in students drinking in more unsafe areas that will cause more problems. Kelburn park is a good safe place far from others for students to drink at. They should introduce rubbish bins and recycling bins for rubbish.
Isaac Murphy	No	This is an idiotic idea that will only result in students drinking in more unsafe areas that will cause more problems. Kelburn park is a good safe place far from others for students to drink at. They should introduce rubbish bins and recycling bins for rubbish.
Phoebe Murphy	No	Student safety should be a priority. Unless the minimum age for students is raised to 18 then there will be a significant number of students coming into the hostels aged 17. These students are not allowed to drink on hostel premises nor can they go into bars/pubs and drink. The safest place for these students is Kelburn Park. Where else will they go, the streets? Turning to fake IDs? The only problem I can see with students on Kelburn park is rubbish. This is a concern which has been brought up by Weir House, VUWSA, and the council. Yet all you have to do to solve the problem is introduce rubbish bins. I don't condone littering but of course drunk people will litter when there are no available bins and they cannot bring their rubbish back into Weir House as they're not meant to be drinking. It seems strange that the council have an easy solution to the rubbish problem yet choose to let the park be littered.
Kobe Maxwell	No	This is one of the safest drinking areas in Wellington for university students with safety services being within walking distance at Weir House.

Tom Gullery	No	Kelburn park is one of the safest places to drink in Wellington as it's flat and a large open area, when halls put in place alcohol bans people go there because it's safe banning drinking at Kelburn park isn't gonna stop people drinking it's just going to push people to drink in more dangerous areas.	
Kate Easton	No	It would just push all the students in surrounding halls of residence to the botanical gardens!! Which are way harder to monitor and dangerous for drunk people at night!	
Carmel Johnson	No	It's ridiculous! Where are we going to go? Our halls of residence don't allow drinking in the halls after 10pm! This is not the correct way to deal with this issue > :(
Josephine Dawson	No	It is a small area which all hall managers and security know about, there is also security practices in place and when this ban was proposed about 4 years ago many students moved to the botanic gardens which lead to damages in the bontans which is a larger space which more areas for dangerous behaviour to take place. To protect the art, and safety of students other regulations should be proposed to ensure the safety of the students drinking in these areas as well as the art and native life in other areas of town where students will go if this ban is put in place.	
Rose Herda	No	Other changes can be made to reduce already minimal issues, enforcing a ban will not stop students drinking, it will just move them!	
James Morgan	No	This proposed change will move people "out of sight and out of mind", seemingly a mantra of this current council. By continuing to allow alcohol in Kelburn park, our 'representatives' will do the bare minimum a council should and NOT endanger youths.	

Amy Griffiths	No	I don't drink but the fountain provides a safe place for those who do. It allows people who don't necessarily want to go into town a safe environment where they can socialise and enjoy themselves. Every time I have been at the fountain people have been conscious of picking up their rubbish and keeping the fountain clean.
Molly Sutton	No	The bottom line is teenagers are going to drink and the more bans put in place won't change that it will just change the safety of the environments that they are allowed to drink in. This is a completely dangerous and ill thought out plan.
Francesca Neal	No	It would only encourage students to drink in unsafe places
Aria Fuller	No	If a liquor ban was imposed, students would be inclined to travel further to drink and end up in more dangerous situations. The distance between Kelburn Park and the CBD makes it a safe environment to drink in.
Kayla Keegan	No	Through banning a place in a near safe proximity, this will only push students to drink in more dangerous and risky places than be before.
George Beggs	No	People will go to the botanics which can be unsafe due to unsavoury characters being up there

Laura de Vries	No	no, as if the ban was put in place it would jeopardise students safety
Jess Dean	No	It is taking away a safe place for students to gather and drink. The city can be a busy and dangerous place for students under the influence but the Kelburn Park provides a quieter safer place and is an area where students can meet other students
Sam Smith	No	Residents living in nearby halls of residence already have many of their rights/freedoms impeded by the nature of their accommodation arrangement. I think it is unacceptable to further impede on their rights with this blanket ban of alcohol in Kelburn Park.
Sydney Poore	No	I believe that this ban would cause far more harm than good. Kelburn Park is a safe and well looked after area, even when used as drinking locations for families and students alike. Without areas like this, which are highly monitored by police, council members, and VUW representative, students would move into more secluded areas as placing alcohol bans does not stop the alcohol from being consumed rather moves the consumption to another area. With the botanical gardens already having a ban in place, Kelburn Park should not do so.
Poipoiate Taonga Poe	No	Consider the danger you put youth in when you force them to drink in unsafe spaces
Agnar Niksson	No	safe spaces for students shouldn't be infringed upon by a few property owners

Dylan Budge	No	there needs to be a safe space
Oahley Wilson Rangihuna	No	forcing drinking into bad places
Jennifer Alderton-Moss	No	there needs to be safe drinking spaces
Jacob Li Calsi	No	making the above would push students to unsafe places
Tadh Connolly	No	Young people will always find somewhere to drink. Currently it is done in an area not waking up anyone, in a way that is not causing damage, and surrounded by nature. The alternative is young people using carpark and abandoned buildings, or pre-drinking at home which will result in more accidents happening in the city
Jesse Weir	No	In the past the police have opposed such a ban, and I think that banning alcohol at Kelburn Park will lead to students going to unsafe areas to drink
Tim Everitt	No	As a former resident of Weir House (2018) I found that the park provided a safe environment for students to hang out and drink. During the year, the hall experiences Liquor bans, meaning residents have to drink offsite for these periods. Kelburn Park allows students to relax and enjoy themselves without disturbing other students in the hall. The residents neighbouring the park bought (or rent) homes in the areas in an area where they knew it had a large number of student activity and in my time living 20 metres form the park, I didn't once experience unreasonable noise or behaviour from the users of the park.

CITY STRATEGY COMMITTEE
13 JUNE 2019

Eteine Wain	No	We probably don't want students going elsewhere to less safe places to meet up and drink
Maggie Matthews	No	please don't make an alcohol ban I don't wanna get lost in the botans
Fenella	No	Makes students go to town. Fountown is a safe place to drink
Callan McAllister	No	Students will just go somewhere else
Deacon McIntyre	No	This would push the students elsewhere - not good
Liam Davies	No	<i>Wellington City Youth Council does not support an alcohol ban in Kelburn Park. Kelburn Park is seen by university students as an iconic space to be students and this would take this away from them. Kelburn Park is one of the safest spaces for students to be drinking and Youth Council raises concerns with how this proposed ban will impact the safety of students. This proposed ban risks driving students into the bushy areas surrounding Kelburn Park to drink, which could have major safety risks for both those drinking and the general public. Students will drink, and Youth Council believes it is better that this is done in an open space such as Kelburn Park. As well as this, the proposed ban in the area would be difficult to enforce by police, and students may simply hide their drinks leading to this being an inefficient use of resources.</i>

Rainsforth Dix	No	Victoria University does not support an alcohol ban area in Kelburn Park. If an alcohol ban was established in Kelburn Park, we support limited hours as proposed	
Sophie Woudt	No	As long as they're not hurting anyone, fountown is a brilliant place for friends from different halls to have a couple of drinks together without having the expensive drinks from bars and clubs	<p>A number of submitters have raised issues about the park being an area that they are able to socialise in and that by placing a ban on the park would mean that this would end. Officers understand these concerns; however, this would not be a sufficient reason to stop the ban. The lack of evidence and data showing a high level of alcohol related crime or disorder however means that a ban would be difficult to implement.</p> <p>The proposed ban would only be in effect after 8pm so is unlikely to impact much on cricket as there are no lights in the park so cricket is unlikely to be played at that time.</p>
Hannah Glaeser	No	Would be a shame for the university cricket club, it's lovely to have a beer after a game at KP.	
Jessie McEwen	No	The park is a great place to meet up with friends and share some drinks. It's a really social place for uni students	
Dylan Somerville	No	As long as students are tidy kiwis, and leave the park in the way they found, and personally dispose of cans and rubbish, there should be no problems. The fountain has become a place for students to make memories. Taking this right away from them would be harmful to the spirit and tradition of the student community. It is important those students are able to celebrate in safe environments.	
Jarrold Hosnel	No	Weekends should be an exception	
Oakleigh Wetzberger	No	We need somewhere to drink during alc bans as well	

CITY STRATEGY COMMITTEE
13 JUNE 2019

Matthew Stewart	No	Students deserve the right to drink in an environment which supports socialising and getting messed up. We are so stressed and getting loose in the park is therapy	
Jacob Wood	No	Youth and students need a place where they can enjoy a quiet drink and be with nature	
Patricia Waibochoi	No	Parks should be areas we're allowed to go and chill.	
Grace Moreton	No	any alcohol ban would mean that on sunny summer days, students and families alike could not journey to Kelburn Park and enjoy a cold alcoholic beverage while studying with their friend or enjoying a family picnic	
Lilly Craig	No	Students are already struggling with money as it is. Fines over drinking in a field is ridiculous	
Millie Osborne	No	is stupid, students will still likely drink anyway	
Jack Skinner	No	This is purely an attempt to restrict students from any freedom they currently have. Being able to drink at Kelburn park is a privilege that has been well respected since I have been at Vic. It allowed us to enjoy the good weather and socialise outside of the halls.	Officers agree that the proposed ban would unlikely to be justified as a reasonable limitation on people's rights and freedoms as required by the Local Government Act, the freedom of students to drink in other places would not be limited by the proposed ban.
Sam Smith	No	Residents living in nearby halls of residence already have many of their rights/freedoms impeded by the nature of their accommodation arrangement. I think it is unacceptable to further impede on their rights with this blanket ban of alcohol in Kelburn Park.	
Submitter/s	Position	Submission Content	Officers Response

Question 5. If an alcohol ban was established in Kelburn Park, do you support it being in place between the hours of 8pm and 8am, seven days a week?

Submissions received: 460

Yes: 128

Kylie Buck, Bruce Carey, Laura Dowdall-Masters, Jay Hirst, Noeline Suafa, Paul Kuggelijn, Meredith Chamaine, David Issac, Abby McLaren, Kirstie Lester, Jason Clarke, Andrew Jessett, Emily Lawrey, Stephen Cotterall, Eric Mooij, Carol Doyle, Giles Brown, Owen Ashwell, Stephanie Pouloupous, Carl Bennett, Joel George, Ben and Josie Dalman, Dean Galt, Colin Cameron, Liz Summers, Guest McDonald, Miny Yang, Joanne Morris, Sarah Faherty, Allan Gray, Kara Lipski, Caroline Nobis, George Sale, Joseph Jones, Fergus Cleverly, Kodi Rasmussen, Lance Encabo, Phoebe Newman, Otto Lane, Izzy Sheild, Lachie Southall, Alex Payne, Joshua Martinsen, Sam Smith, Callum Macaskill, Nicole Hallberg, Joshua McDougall, Lucy Harwood, Jack McNeill, Adam Young, Zach Weir, Lara Howells, Taine Lawrence, Harry Bates, Holly Kerr, Toni Dewar, Jack Grethe, Sophie Simons, Jazmin Henare, Kirsty Frame, Ariana Thomson-Lawrence, Iffah Abdul Rahim, Jack Jones, Jeremiah Sakaria, Zoe Lyall, Jeremy Welsh, Emanuel Evans, Rose Herda, Risbah De, James Millington, Aria Fuller, Ezra Cashmore, Emily Pinner, Ella Power, Elise Laserna, Amos Turley, Scott Harris, Harry Ross, Ollie Cox, Georgia Veragos, Dennis Walton, Sarah Hall, Alexandra van Dam, Martin Beck, Yin Lu, Heng Solhan, Ann Ansell, Amanda Wang, Rachel Cassey, Lisa Thompson, Oakleigh Wetzelsberger, Deja Tuhoro, Atiria MacDonald, Gabriella Sansom, Joel Lamb, Fila Neonaki, Koyaba Shashi, Jordan Schude, Byrony Brown, Olive Sua, Patricia Waibochoi, Dylan Allpress, Anne Smithi, Mimi Seine, Caroline Young, Angelikii Neongki, Xin Chen, Han Win See, Dainty Ei, Caitlin Goodier, Thomas Stewart, Windham Hunter, Michael Winton, Ryan Huruai, Deacon McIntyre, Ryan Kveton, Marcus Rathord, Yurieke Nadiya R, Pilvi Nikarmaa, Gianna Zeyus, Vikas Tyagi, Sanjana Manocha, Maweke Hanson, Geraldine Murphy, Nikola Koptisch, Rainsforth Dix, Andrea Boston.

No, it should be 24 hours seven days a week: 11

Neema Desou, Margaret Hamilton, Graeme Buchanan, Robert Orr, Linda Cameron, Nicko Liolis, Bernard O'Shaughnessy, Stuart Slater, Christine Woods, Toby Bourke, Sam Tibbitts.

No: 318

Robyn Atkinson, Patrick O'Brien, Ian Nutley, Zongtao Zhang, Fred Albert, Maria Yiavasis, Ella Buchanan, Hannah Fleming, Samuel Way, Connor Beere, Nick Tinholt, Calan RB, Sophie Woudt, Sam Tait, Jesse Redstall, Ella Hoogerbrug, Billie Haddleton, Charlie Saxton, Imogen Williams, Mamata Dahal, Hannah Glaeser, Scott Walden, Ciaran Lannon, Monty Greig, Jack Player, Zane Beaver, Patrick Hickey, Jack Skinner, Olivia Clegg, Lachlan Macintosh, Olivia Bosselmann, Louis Hutchings, Quinn Herring, Charlotte Gambriill, Isabella Ullrich, Adam Kwiecien, Skylar Chapman-Peters, Madison Walker, Charlotte Holmes, Hannah Blyde, Bella Howarth, Tori Soddells, Marina Nash, Matthew Casey, Kyla Tilley, Piper Hewitt, Mollie Cornfield, Daniel Sewell, Jayden Hann, Ollie Galvin, Jessie MacEwan, Thomas Lee, Amanda Jolly, Karmelle Easton, Andrew Frankish, Moses Day, Jack Connor, Pete Nola, James Beard, Jonty Anderson, Lawson Brownie, Izzy Bayley, Isaac Woodd, Oscar Brown, Kirsten McCulloch Jack McConnell, Caitlin Booth-Richards, Rebecca Whittet, Darcy Walker, George Carr-Smith, Thomas Smith, Lucy Johnston, Josh Giles, AJ Monk, Matthew Healey, Rhian Vincent, Tom Wyatt, Jordan Anderson, Marlon Drake, Terise Broodryk, Megan Fell, Maeve Egan, Fraser McConnell, Samantha Glanfield, Lachlan Walcroft, Benjamin Aiken, Dylan Somerville, Sarah Ward, Hannah Sowman, Zac Hobbis, Ben Drury, Max Shearer, Guy Roberts, Zara Kashkari, Pion, Tamatha Paul, Rebecca Welsh, Connor Harrison, Grace Peia, Melissa Harward, Jade Gifford, Hannah McDonnell, Gabrielle Po-Ching, Claire Downey, Zara C, Todd Trewern, Isaac Paterson, Harriette Watson, Lachlan Walcroft, Zavier Boyles, Billy Harrison, Flynn Everingham, Joe Ogle, Rita Shasha, Leah Baker, Kathryn Palmer, Leila Collinson, Evelyn Walford-Bourke, Kobe Maxwell, Tom Gullery, Rombout Ruiterkamp, Grayson Gaze, Fern Donovan, Briana Coppell, Lily Andrews, Kate Easton, Carmel Johnson, Mehdi Hosseyni, Nakisa Wilson, Rebecca Dobbin, Stefan K, Finlay Keip, Josephine Dawson, Sydney Poore, Elliot Blyth, Maddy Holland,

Nikita Aranga, Madison McGregor, Claudia Rosewood, Tessa Olsson, Anna Russell, Ella Buchanan, Jacob Spillane, Charlie Timpany, Leroy Loader, Thomas Walker, Nicola McDonald, Sam Cullen, Amanda Stone, Harrison White-Johnson, Bonny Chandrakumaran, Erin Dailey, Grace Henderson, Elise Latton, James Morgan, Ella Wight, Melissa Prom, Timothy Ng, Laura Yate, Amy Griffiths Evan Vallender, Jamie Ward, Molly Sutton, Ted Dobbs, Janhavi Gosavi, Rebecca Matijevich, Louie Mcleod, Milan Gross, Mariam Jafer, Adam Clayton, Marcella Griffin, Roman Eggleton, Francesca Neal, Sam Howard, Cooper Vile, Keegan Flowerday, Clemency Martell-Turner, Sam Deacon, Lillie Cripps, Sophia Ranson, Georgia Devereux, Kayla Keegan, Gemma Williams, Brodie McCullough, Moa Bisley, Theo Clifford, Adriana Vasinca, Peyton Mihalek, Madi Devereux, Sarah Staladi, George Beggs, Abbie Chubb, Laura de vries, Janke de vries, Alice Chrisp, Laura blaauw, Liam Gilligan, Shannon Hayes, Lachlan Oosterman, Britta Collins, Maceo Watson, Johnny Brebner, James Ngo, Marino Doyle, Rhian Vincent, Matariki Moetara, Lance Schaffer, Solomon Klinger, Sarah Mackenzie, Nikki Anderson, Rory Johns, Joseph Hodges, Sylvia Orr, Helen Howell, Josh O'Hagan, Rhone McCartney, Ben Levene, Evie Gillan, Oscar Jones, Matthew Tucker, Finn Parr, Kiana Gabb-Warren, Madeline Thompson, Ben Hanson, Finn Carroll, Jagat Binay , Tamatha Paul, Porsha Rae Paku-Griffiths, Jess Dean, Jarrod Hosnell, Sophie Unsworth, Matthew Stewart, Jacob Wood, Lucia Giacon, Cealagh Taillon, Poipoiate Taonga Poe, Sam Russel, Richard Beere, Jazmine Hina, Sophie Flenlge, Morgan Lovegrove, Agnar Niksson, Troy Brown, Dylan Budge, Natalie Walsh, Sophia Francis, Larissa Tucker, Braydee Rose, Sam Copstake, Leah Cooper, Charlotte Anderson-McEwwn, Sophie Anderson-McEwen, Laura Naylor, Oahley Wilson Rangihuna, Jennifer Alderton-Moss, Asha Hastie, Onolina Lemana, Vera Kruiger-Tagloto, Jacob Li Calsi, Harrison White-Johnson, Tiare Donelan, Pamela Cavanagh, Caitlin Hickey, Tadhg Connolly, A Wilkes, Mila Maxon, Alka Ahirao, Jesse Weir, Grace Morton, Lilly Craig, Isla Cottrill, Tim Everitt, Grace Lewis, Rebecca Brisman, Jasmine (nosurname), Ruby Reid, Cass Darien, Stephanie Horne, James Weaver, Ada Liang, Etieine Wain, Anarinu Masters-Herewim, Millie Osborne, Kumaia Takiura-Mita, Teia-Rei Savage, Deepa Punja, Maggie Matthews, Will Jakicevich, Fin Mclachlan, Fenella, Hana Benseman, Flora Welte, Ana Cheetham, Jess Forbes, Samantha Sinclair , Camron Smith, Callan McAllister, Jarrod Woolf, Alyssa Phillips, Heidi Ellis, Chintan Patel, Stella Graydon, Jeremy Ruslan Borlase, Kaylee Dickison, Israel Black, Benjamin, Pawan Kumar, Rick Iti, Tegan van der Peet, Leonardo Flores, Sai Panda, Sarah Oldham, Genevieve Lacey, Lucy Liebergreen, Josha Rafael, Imogen Ashmure, Erin Little, Waimarie Cross, Shinja Roberts, Liam Davies

Question 6. Have you experienced any alcohol related crime or disorder in any of the proposed areas?

Kilbirnie

- Yes far too frequent - Kilbirnie was a lovely place until these people invaded our lovely area
- Yes, I have had intoxicated men urinating on the corner of my shop; the trees opposite my business in the Plaza ALL in broad daylight! There have been many LOUD abusive arguments between those intoxicated not only in the Plaza, but also in Bay Road.
- Quite often bottles and cans are left strewn around, for somebody else to tidy up afterwards. Also damage to property in the Kelburn Park area.
- many times in Kilbirnie from the day that Newtown has the ban in place to right now. Harassment, begging, nowhere for sitting down due to "them" sitting there for hours at a time. Benefit days are always the worse too!!! & right outside the children crèche, absolutely disgusting!
- Yes, work in local retail store(s) are plagued with drunks and glue sniffers on Bay Road, shouting at shoppers, stealing from store(s) and sheltering on shops property in the rain. (This) puts off customers. I won't go out onto Bay Road after closing, (it) feels very unsafe and more so after dark. A regular drunk is often outside the store during the day shouting offensive comments to everyone and fighting with other drunks.
- Many drunk people around the Kilbirnie area. Always creating drama and noise in the community - Ban Needed
- The Drunks spooked my children at Evans Bay Intermediate School, I complained
- Yes in Bay Road often
- Yes - drunk men swearing and fighting
- Yes often
- As a mother of children at the crèche, I have been scared walking into the crèche past last groups of men drinking on the picnic table outside on Onepu Rd. I have witnessed a male and female physically fighting on Onepu Rd. I have been harassed for money by beggars sitting at the money machines. I personally would not allow my 9 year old to walk alone on Onepu Rd in 18 months when she needs to get to Evans Bay Intermediate School, because of

the types of people that congregate on the benches, lying on the street near money machines, and at the picnic table, drinking, sniffing glue and generally being intimidating and disruptive. I know many other parents of EBIS kids who require their children to walk a much longer route to avoid Kilbirnie centre. I grew up in this area, and I think that it is a sad state of affairs that children are no longer safe on the main town street.

- As mentioned above - we regularly pick up bottles in the playground. People hang around Kilbirnie drinking and being a general nuisance. The situation is growing and it feels like only a matter of time until we have a serious problem. There is a known bicycle thief in the crew of people who hang around Bay Road. And plenty of petty crime - theft from mailbox/outside our property etc. I would attribute that to Kilbirnie becoming an increasingly dodgy area.
- Yes Verbal abuse, vial language, stones being thrown at car and family
- Yes Kilbirnie Park - as above, tagging, dumping of rubbish to playground benches. Kilbirnie town - general drunk behaviour/mild harassment in view of the kids, sometimes in the mornings. My mother in law had her bike stolen and was later found with one of the drinkers (bike was found on Bay Road). I have seen people drinking straight from wine bottles in the bus stop raising their voice intimidating bus passengers and forcing them onto the footpath.
- Same comment as above - I strongly support this proposal in its entirety. My children have both attended the crèche in Bay road (Kilbirnie Early Learners) and have had to endure the lewd comments and bad behaviour from many groups who are drinking or have clearly been drinking in Kilbirnie, in particular Bay Road. It is inappropriate to have this behaviour allowed near an early childhood centre, and it is very off putting to even visit the Kilbirnie shops due to regular incidents. Multiple times we have found disgusting items by the entrance to the crèche - dirty underwear, alcohol bottles, used sanitary products, clothing and more. The smell of smoke and marijuana often wafted into the crèche too, which comes from the drinking groups who sit on the grass area next to the post office. It would benefit many families if this alcohol ban was put in place
- Young people drinking in Bay road on weekend nights. Men drinking alcohol in Kilbirnie and causing trouble and swearing
- Yes living in the Kilbirnie area I have taken my two children to the Kilbirnie Crèche on multiple occasions there would be people drinking on the grassed area outside the crèche sometimes with their shirts off on a sunny day. Not a pleasant experience and certainly not something I liked exposing my young children to - half dressed drunk men. I absolutely feel there should be an alcohol ban in the public areas of Kilbirnie
- Yes it is a regular occurrence late at night, intoxication and drug taking. School holidays are an issue for youth as they are often roaming the streets at night, causing damage to properties and intimidation

- Anti-social behaviour and drunkenness on Bay Road and in area between Crèche and Bay Road (next to Kiwibank), I visit Bay Road approximately once a week and would see anti-social behaviour due to drunkenness approximately once a month
- My wife and daughter now shop elsewhere because of abusive drunks in Bay Road
- I have a shop at bay Road, named flowers and fashion, often I see drinking outside my shop, near Warehouse Stationary, they sit on the bench under the tree, they sit and make a mess, and dirty if their friends come they all start drinking together and start swearing, they are not in their sense. They sleep because of alcohol, they are drowsy, and children get frightened sometimes. Because of them customers stop coming to Kilbirnie, we need peace in the area, and to get more customers. We should make ban on alcohol.
- They are awful and scare us every day
- Every day, disgusting pigs
- This leaves me breathless at age 87! Are all the council officers stupid and the councillors getting flipbacks. I see sick drunks fighting and swearing. How dare they
- Yes obnoxious behaviour during the daytime. Might need to consider other behaviours - inhaling, etc.
- In Kilbirnie, just seeing intoxicated people in the central area during the day.
- Yes what the days of the week and the exact time we seen drunks being rude, pissing against the community centre wall in broad day light, fighting and scaring young kids and us old people.... Like all the bloody time in Bay Road
- Yes regular disorder in Kilbirnie, particularly outside Warehouse stationary and the community centre
- Yes we have had plenty of the characters shop lift form us, get very aggressive when refused service, abuse staff, caused damage to point of sale equipment and drinking in our carpark which is in breach of our licence conditions
- My neighbours who drink too much and fight go down to Kilbirnie shops and cause trouble. Help us and them to stop please

-
- Today in Kilbirnie Sunday 14 April 4 people were begging there- Darran, Thomas and Mike - they are on the benefit and in Council flats yet drink and smoke and are disgusting so do something to help us lawful people
 - Yes we used to shop in Kilbirnie but not in last three years because of the drunks
 - all the time, all the drunks smoke and swear at us and it is disgusting and its frightening and the police are never here
 - Yes have felt unsafe going with our kids to pick up takeaways in Kilbirnie in the early evening. Also have been yelled at by people in the street in Kilbirnie during the day
 - The drunks on Bay Road are terrible and Council should do more like this Ban. Vote them all out
 - Yes it is very bad to go there
 - Yes in Kilbirnie we get various drunken and abusive people walking or sitting around at all hours of day and night. There have been many criminal incidents involving alcohol in the area
 - Yes in both areas but our focus now is that the Kilbirnie ban MUST be in place.
 - Drunk people outside the post office box lobby are abusing people and confronting others for money outside the Kiwibank ATM machine. Also one drunk took a left card from the ATM outside Kiwibank and used paywave to buy hundred dollars of booze - then sat down near the post box lobby and proceeded to get totally wasted.
 - Yes drunk people in Kilbirnie being rude and angry
 - I have worked as a senior teacher at Kilbirnie Early Learners for the past 25 years and for the last 10 plus years I have seen the problem of drinking in Kilbirnie increase. The drinking on the grass area in front of Kilbirnie early Learners and alongside the Community Centre is getting out of control. the behaviour is appalling in this area, swearing, shouting, wanting to fight using the building corner as a toilet, congregating with up to 10 people at a time drinking so much alcohol (causing absolute drunkenness). This can start at 9:00 am and continue all day. My families and their children have had to see this behaviour. They talk to me about this. This is not acceptable behaviour for young children to see. I ring the police who come and move them on but there are many times when they simply return. We have had people sleeping in the grounds of our centre, hanging around the centre perimeter fence in the car

park during the day, throwing and leaving their drunk debris in and around the centre. This is only some of the behaviour that I have seen, there are people who are weary to walk past this area. From my experience over the many years to this behaviour and on behalf of my Centre families I support an alcohol ban in Kilbirnie. I want to see the seat going back to what it was there for and that this is for the use of people in the community. I am disappointed this has taken so long as this was raised in a public meeting nearly 5 years ago.

- Men urinating in street, women offering oral sex to passer-by for \$20. drunks coming into my business, drunks abusing other people, people falling around the streets, walking through vomit on footpath, threatening and abusive behaviour, fighting in the street, screaming and yelling, my children, staff, business associates, my staff's family, my clients, their children all feel intimidated by this behaviour - every single day there is at least 1 event listed above
- Yes Genuine disorder, Kilbirnie area, especially Nay Road and Rongotai Road, fairly frequently there are drunk people in the streets during the daylight hours
- 1) Yes I have seen a man being abusive to a customer from the dry-cleaning shop 2) and also a man who sleeps in the street has been selling drugs to St Pats Boys and using the money to buy alcohol. 3) And also a lot of drunks in Bay Road pressuring people to buy drink and causing people to stay away from the area.
- Yes we went to meeting years ago to ask for the same ban and it has been very bad since then. We told Swampy Marsh about this because of the abusive drunks
- Creating the ban in Aro Valley saved us, it is still not good but Kelburn and Kilbirnie will be better with a ban, we blame the WCC officers for this mess.
- I get scared going to work because of the drunks smoking and bad people in the mall
- "Kilbirnie 24/7 - all of the other liquor banned areas in Wellington are 24 hours 7 days a week. Very few places in NZ have any other configurations of hours other than a 24 hour ban. Confusion would arise if it was for any shorter period of time, or a day versus night ban. I refer again to the District Licensing decision in 2015 involving Pak and Save, Kilbirnie where their analysis of data supplied by police noted that there was a spike in alcohol related offences between 3pm and 6pm, and again after 9pm in Bay Road.
- Yes: Kilbirnie. I detailed some of my experiences in my previous submission. I have lived and worked in the three areas of Kilbirnie, Newtown and Miramar for 48 years. My life and work week is still in these 3 areas. So I will be in the shopping area of Kilbirnie (Bay Rd) as well as the Library, and

Community Centre at least 3 times a week. In the last ten years, and in particular the last five years, the public street behaviour has become extreme, and the abuse of alcohol underscores the issues. This type of disgusting behaviour was highlighted by many at a recent public meeting on the 15 April 2019 which was organised jointly by the Kilbirnie Business Association and City Council. I have witnessed people in Bay Road pissing next to the Community Centre, spitting and yelling abuse at innocent passer-by's, drinking to excess early in the day and afternoon and fighting. When I was the elected Chair of the Kilbirnie/Lyall Bay Community Centre it was a big problem for the staff and the visitors to the Centre, and still is. I know a number of shop owners who have a regular hardship with street drunks scaring off customers and I have seen that regularly. Social Housing In my submission of 25 October 2018 I referred to issues of alcohol abuse in social housing, both WCC and NZH. (appendix E). Given the close proximity of Duncan Tce and Kotuku complexes, as well as the many NZH units close to Bay Road, a number of tenants have drink and drug problems. Some are facing their issues, some are not. Hence I am of the opinion that it assists these people to have a public street liquor ban. That is my experience in Newtown and it will work in Kilbirnie. I think City Housing should have more proactive programmes to manage their tenants. A number of the people who cause problems down Bay Road do live in the local complexes. I excuse them to some extent because the Social Housing units were established (in the 1970s) well before the two local supermarkets brought the booze to Kilbirnie. I have worked in the volunteer sector for 15 years helping people with drink/drug issues. A public street liquor ban protects the broader public needs of safety, as well as being a timely prompt to those who do want to get pissed in public to not do so, or go home and drink and leave law abiding citizens to go about their business. In the supporting documents that were first submitted to Council in September 2018 reference was made that a ban would NOT include the WCC social housing units. That needs clarification because in the communal (grass) areas of those complexes there are signs up saying no drinking & smoking allowed, so why now portray it as being exempt under a general public street liquor ban. Statistics from the police. I have raised with Councillors the matter of the police statistics presented to Councillors. Explanation has been given to me and I think that further clarification needs to be tabled by Council officers. It's a matter of having the same statistics to be able to compare drunk apples with drunk apples rather than having a lack of categories of police offences involving alcohol related offences along Bay Road, and which areas do the police statistics relate to. The moot point is that regardless of what ever area one is accessing, the statistics show that indeed there is a high level of alcohol related criminal offences in evidence. In summary I strongly recommend a public street liquor ban in Kilbirnie.

- I used to go to the centre for a cup of tea but now I'm 79 I'm too afraid because of the problem people
- Yes I have seen people urinating on the street on Bay Road and have had to clean up defecation and vomit on a number of occasions. If there is a liquor ban 24/7 this would mean that the frequency of intoxication would be reduced hence the likelihood of anti-social behaviour reduced
- Yes Have seen lots of people drinking and being abusive - a level of disorder that people should not expect in a shopping centre. Have been confronted by people in an aggressive manner.

- Certainly been approached by people on the street under' the influence' of alcohol or drugs and felt uneasy. Have also seen & intervened old people being harassed
- Yes - in both places /often/ fighting spilling yelling abuse
- Saturday night 13/4/19 @ 12am till 12:30am when I left the premises, drinking on the corner of Bay and Rongotai Road, a big gathering of people. A couple were very intoxicated trying my doors but I was closed. They may have come from the other bar (Turbo Bar) as they were still open then. People had bottles, cans of alcohol very loud and abusive to people going past in tears, walking past. Sick of males urinating in our doorways/ entrances to our premises. Also people being sick and leaving it for us to clean up. We should be safe to walk our streets in Kilbirnie, there are all walks of life walking around with cans, bottles of alcohol causing havoc in and around the area. These people think it is their right to abuse whoever they like, stand over the elderly and anyone who can't defend themselves. The beggars or the homeless have a bottle of alcohol somewhere hidden near them so they can top up their habit.
- We used to go get coffee in Bay road after our weekly shop at Pak n Save but with all the drunks there stopped
- drunk men scared my grandchildren in the park and library
- yes my children cannot now shop unless we go with them
- I have stopped shopping at the Warehouse Stationery shop because of the drunks and smokers there also are aggressive and in your face. It is very scary so please help us.
- Yes Kiwis drink too much but Bay Road is very bad
- Beggars asking for money , rough sleepers in Bay Road
- Every time I go to Kilbirnie (at least once/twice a week) I would be asked for money, approached by someone or intimidated (especially around the cash machines). I have seen altercations between people who are drunk/under the influence that have made me feel unsafe. My children walk through Kilbirnie on the way to/from school and talk about how they sometimes feel wary. This extends to walking past Kilbirnie Park. My son's cricket practice has been interrupted by a person that was drunk and disruptive and I feel uncomfortable walking past the park at times on the way to the pool/library

- An awful man called me a 'Paki' and said I should go home, But I am born here. He was drunk at 10:30 am when I went to get my dry-cleaning from Vicki
- Many times I have gone to use the public toilets on Bay Road, they have been in an awful state with empty alcohol containers strewn around inside and smelling like vomit. I've walked an elderly lady along the streets a few times as she was scared to walk alone after she was assaulted by a man who was under the influence ie intoxicated. Thanks for your time, hopefully we can all work together in our communities to improve the living environment in this city to be a more family friendly healthy place for all or whanau, especially our previous elderly and children, to promote more wellness in Wellington. Whanganui-a-tara, Kiaora MauriOra Shalom and Aroha

Kelburn

- KMCC has experienced crime and disorder in the proposed area and to its clubrooms. Members often collect empty bottles and cans left behind by people drinking in the park area. There has been damage to our clubrooms on numerous occasions. Damage peaks at certain times of the year including Orientation week, end of semesters and end of University year. The worst incidents include multiple broken windows at a national tournament (25/1/14) and extensive damage to our historic weathervane. All incidents are reported to the police and university
- Yes, disorder behaviour after pre-loading
- We have engaged with Vic Neighbours Group and understand the impact of the associated disorder and harm that occurs with excessive drinking in public places. Many of the residents we have engaged with are long-term residents and they know that the problem has worsened over time. One of our members participates in activities at the Park (Croquet Club) and reports the impacts of the associated disorder (removing glass and cans), and vandalism. The University has exacerbated the problem by banning the consumption of alcohol in its halls of residences due to excessive consumption and associated problems. Pushing the problem outside for others to deal with is not the answer. Our understanding ,based on discussions with Vic Neighbours, is that the University responds to issues when residents report the occurrence rather than being more proactive in managing the issue. If the university was doing a more effective job of proactively monitoring the problem (as is implied in the consultation document), there would already be evidence of students going to other places (steep and hazardous) that are less able to be monitored. Our understanding, based on discussions with Vic Neighbours, is that the University responds to issues when residents report the occurrence rather than being more proactive in managing the issue. If the university was doing a more effective job of proactively monitoring the problem (as is implied in the consultation document), there would already be evidence of students going to

other places (steep and hazardous) that are less able to be monitored. The University has a duty of care towards the students paying to be in their halls. The website talks about 'feel at home', 'safe and supported community', 'warm and welcoming community', 'provide pastoral care excellence for its residential student community'. There appears to be a strong support programme outlined on the University website, which is inconsistent with endorsing the use of public places for excessive alcohol consumption.

- As a collective, we were shown evidence of alcohol related crime in both areas proposed in a recent Youth Council meeting. From this, we could see that disruptive and harmful behaviour was prevalent more so in Kilbirnie than in Kelburn.
- We have not experienced any alcohol related crime or disorder in the proposed area; we have responded to complaints. Between 04/03/16 and 15/12/18 the university received 32 complaints about alcohol related behaviour. Please note that 20 of these 32 complaints came from three individuals. All 32 complaints referred to noise as the primary issue. Please note if we receive multiple calls about one event, we do not create a number of individual events but link them all together.

Proposed Wellington City Council Alcohol Control Bylaw

Made pursuant to sections 145 and 147 of the Local Government Act 2002

1. Purpose

The purpose of this part of the bylaw is to control the consumption or possession of alcohol in public places to reduce alcohol-related harm.

2. Interpretation

2.1 In this part of the bylaw, unless the context otherwise requires:

Alcohol has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012

Alcohol Ban Area means the following areas: ~~that area including the~~ Wellington Central Area, Oriental Bay, Mt Victoria Lookout, Mt Victoria, Aro Valley, Central Park, Mt Cook, ~~and~~ Newtown and Kilbirnie as shown in the Alcohol Ban Area maps attached as Schedule A.

Public place has the meaning given by section 147 of the Local Government Act 2002

Note: as at [insert date bylaw in force] the definition of a public place in section 147 of the Local Government Act 2002 is:

...a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but does not include licenced premises.

Most areas where an encroachment licence has been granted will not be “public places” within this definition and will therefore not be subject to this part of the bylaw. A case-by-case assessment will be made.

3. Alcohol Ban

3.1 Every person is prohibited from consuming, bringing into, or possessing alcohol in any public place (including in a vehicle), in the Alcohol Ban Area. This prohibition is effective at all times.

Note: The exceptions listed in section 147(4) of the Local Government Act 2002 apply. These provisions provide certain exceptions for the transport of alcohol in an unopened container and exempt licensed premises from the bylaw.

4. Signage

4.1 The Council may erect signage within public places covered by this bylaw to provide information to the public on the terms of the bylaw. The size, location and terms of this

signage shall be at Council's discretion. To avoid any doubt, the absence of signage in any public place does not authorise breach of this part of the bylaw.

5. Council Permission

5.1 Any person may apply to the Council for permission for any activity that would otherwise be in breach of a prohibition under clause 3.

5.2 Any application under clause 5.1 must be made in writing using an application form approved by the Chief Executive of the Council and must be lodged with the Council no later than 10 working days before the date on which the activity is to occur. Fees may be prescribed by resolution for processing these permissions.

6. Offences

6.1 Every person commits an offence who:

- a. consumes or possesses any alcohol in, or brings alcohol into, a public place in breach of a prohibition under clause 3; or
- b. breaches, or permits a breach of, the terms of any Council permission granted pursuant to clause 5.

6.2 Every person who commits an offence under this part of the bylaw is liable to a penalty under the Local Government Act 2002.

Note:

As at [insert date of bylaw], the penalty for breaching an alcohol ban is an infringement fee of \$250 under the Local Government (Alcohol Ban Breaches) Regulations 2013.

7. Enforcement

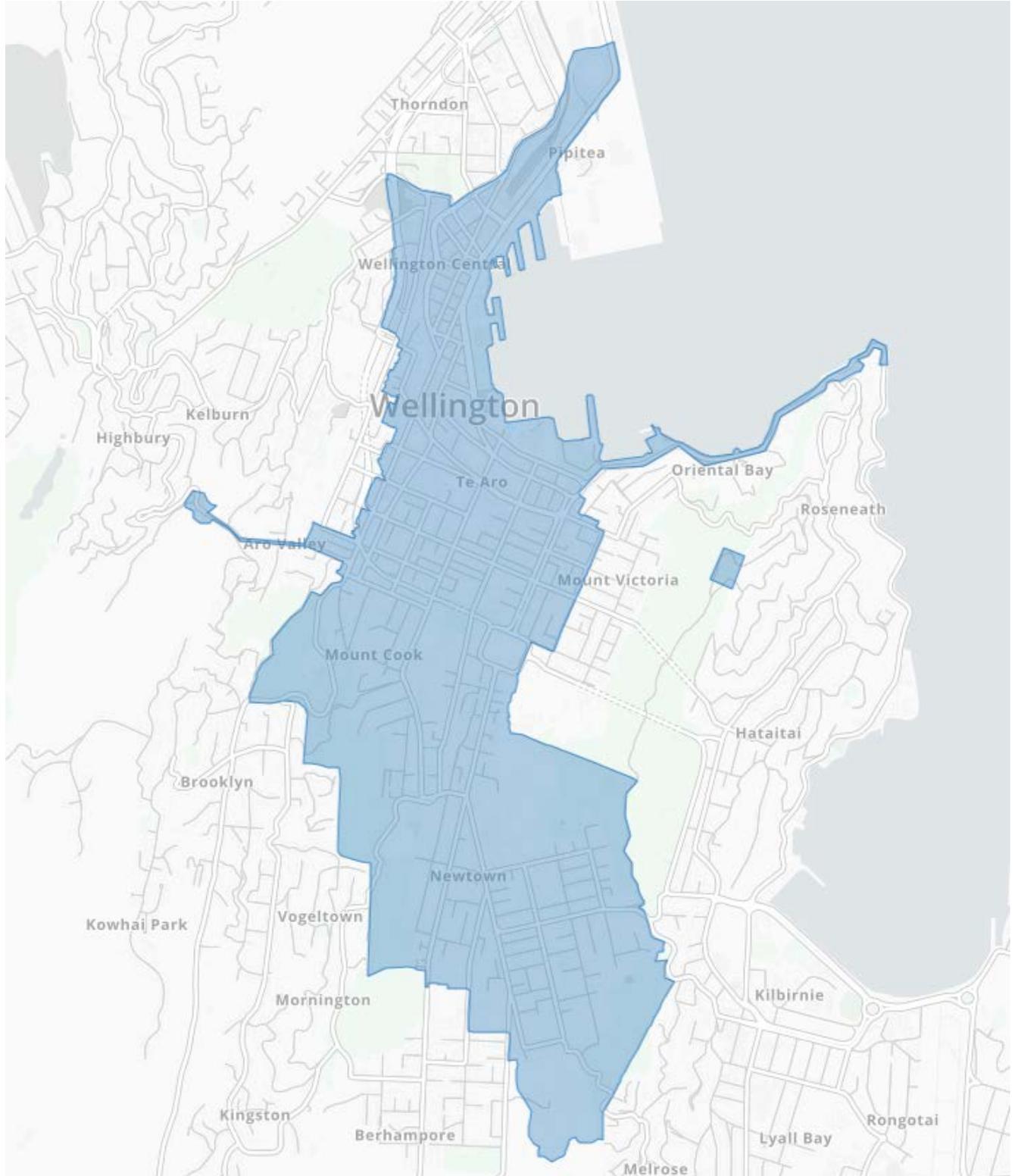
7.1 In addition to all the general powers granted under the Local Government Act 2002, this part of the bylaw specifically authorises any member of the New Zealand Police to exercise the power under section 170(2) of the Local Government Act (to search a container or vehicle immediately and without further notice) on specified dates or in relation to specified events notified in accordance with section 170(3) of that Act.

Note:

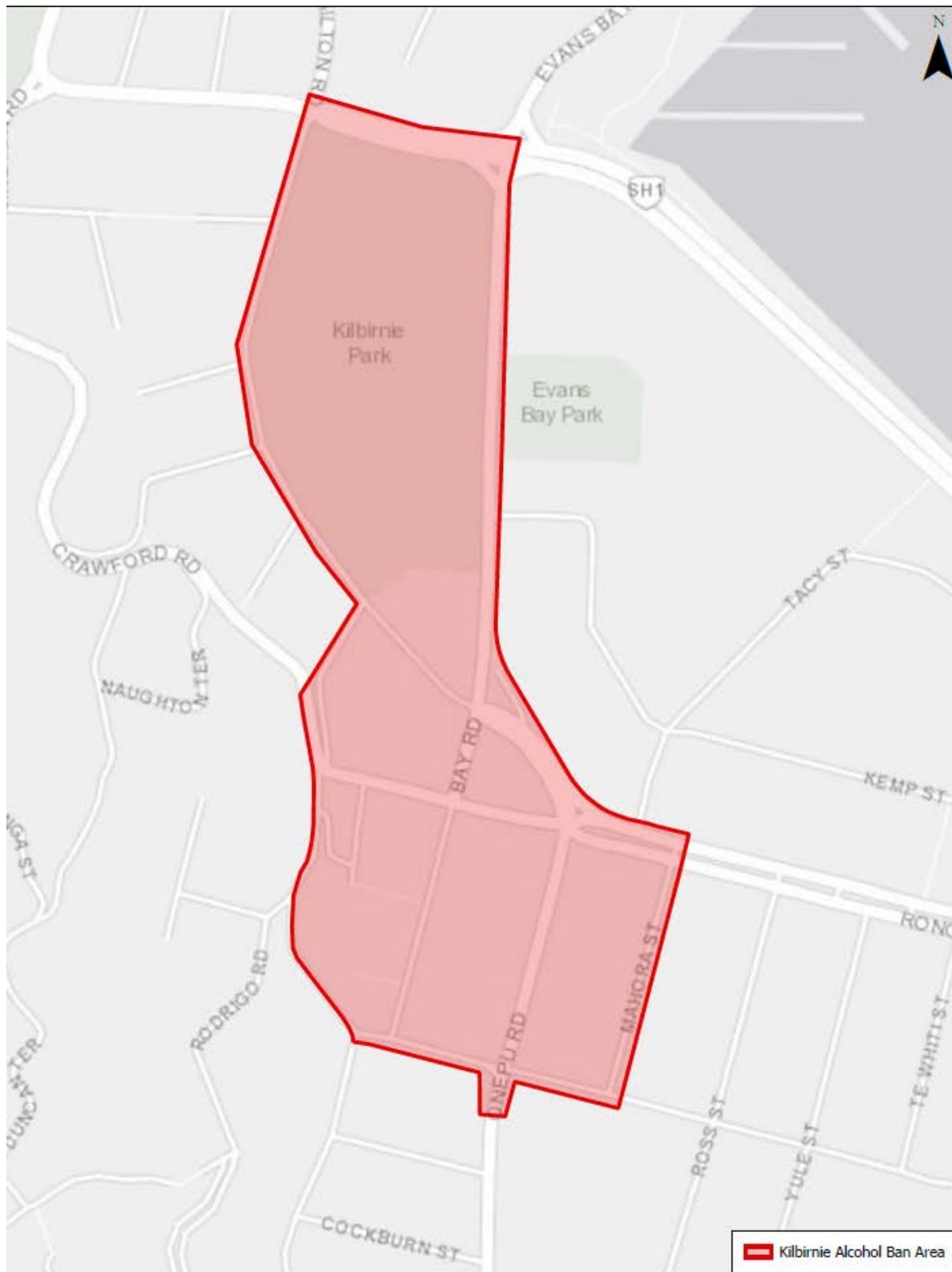
Under section 169 and 170 of the Local Government Act 2002, Police have powers of search, arrest and seizure in relation to alcohol bans.

Effective from

Schedule A: Alcohol Ban Area



Amendment to Schedule A



Kilbirnie Alcohol Ban Area.
June 2019



3. Operational

PROPOSED EASEMENT FOR 33KV LINE REALIGNMENT AND 11KV LINE UNDERGROUNDING AT CARIBBEAN AVENUE RESERVE, GRENADA NORTH

Purpose

1. The purpose of this report is to request that City Strategy Committee agree to grant an Electricity easement in gross to Wellington Electricity Lines Limited for a 33kV line realignment and an 11kV line undergrounding at Caribbean Avenue Reserve in Grenada North. Refer to Attachment One for site and lines plan.

Summary

2. Wellington Electricity Lines Limited (WELL) needs to realign 1.25 kilometres of the Johnsonville 33kV overhead line and underground 280 metres of the Tawa 11kV overhead line.
3. Works are proposed to occur between July and October 2019. An easement is required and can be granted under Section s48(1)(c) of the Reserves Act 1977.
4. In January 2020 Transpower have a planned electricity outage on the National Grid. This 'outage' will enable Transpower to replace aging conductors on the High Voltage Direct Current (HVDC) Inter-Island line between Oteranga Bay (Wellington South Coast) and Haywards Substation (Lower Hutt), and the 220kV transmissions line between Bunnythorpe to Wilton substations. Both these Transpower lines traverse the two WELL lines.
5. The proposed realignment and undergrounding of the two WELL lines within Caribbean Avenue Reserve eliminates the risk of Transpowers conductors coming into contact with live low voltage lines during their re-conductoring works and will eliminate the risk to local electricity supply and address potential health and safety risks.
6. The impact of the proposed WELL work is considered minor. There are opportunities to improve existing track conditions and undertake restoration planting within the reserves to help enhance the ecology of the area.
7. Officers consider that with appropriate easement conditions the reserve will not be materially altered, nor will the proposed works permanently affect the rights of the public. There is therefore no requirement for public notification.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Agrees to grant an electricity easement in gross for the construction and maintenance of a 33kV overhead line and 11kV underground cable at 38 Caribbean Avenue, over

Pt Sec 41 Horokiwi Road District and Pt Sec 168 Porirua District (79.123ha) and 13 Hillcroft Road, Lot 4 DP 54434 (11.38ha) and Lot 1 DP 53628 (12.5165ha) held within Record of Title WN34C/629 (defined in Attachment One) subject to terms and conditions satisfactory to the Council including the terms outlined in Paragraph 48 of this report.

3. Instruct officers to enter into negotiations for the terms and conditions for the easement.
4. Note the proposed activity is subject to securing all necessary consents under the Resource Management Act 1991.

Background

8. WELL need to realign a section of the existing 33kV overhead line and underground a section of an existing 11kV line. These works are a necessary part of the required maintenance on the Transpower National Grid.
9. Transpower are planning to do critical re-conductoring work in early 2020 on the Benmore to Haywards (HVDC) line and the Bunnythrope to Wilton A 220kV line. The planned 'outage' by Transpower to complete their work cannot be moved and as such their works are time critical. Their works will not be able to occur until the reconfiguration of the Johnsonville 33kV and Tawa 11kV lines in Caribbean Avenue Reserve has been completed.
10. By doing the proposed WELL enabling works it will ensure safety of both networks and ongoing security of electricity supply.
11. Caribbean Avenue Reserve includes- Pt Sec 41 Horokiwi Road District, Pt Sec 168 Porirua District, Lot 4 DP 54434 and Lot 1 DP 53628 and is a Council owned Scenic Reserve subject to the Reserves Act 1977. The reserve is approximately 103ha and can be accessed from Caribbean Avenue, Grenada North and Horokiwi Road, Horokiwi.
12. Looking from Grenada North and parts of southern Tawa, the reserve contributes to the wider open space running up towards the Horokiwi Ridge line.
13. The site vegetation includes a mixture of Māhoe, Mānuka, Māpou and gorse-dominated forest and scrub, plus areas of exotic grassland. There are no forest remnants or areas of significant indigenous vegetation.
14. The Northern Reserves Management Plan (NRMP) notes this area is a low priority for ecological management due to the highly disturbed and heavily fragmented nature of the site. The NRMP also notes the reserve has great potential to enhance the quality of the landscape in the long term.
15. The Reserve was acquired by the Council from Transpower in 2000 and is subject to the Reserves Act 1977.

Discussion

16. City Strategy Committee (CSC) has the delegated authority to approve easements for land and structures over open space.
17. The land is classification Scenic Reserve B and zoned Open Space B. Under s48(1)(c) of the Reserves Act 1977, Council can authorise a grant of easement over Scenic Reserves for electricity purposes.

18. The Reserves Act allows that if the rights of the public are not permanently affected and the reserve is not materially altered then no public notification is required under the Act. One line will be relocated underground and the other realigned, there will be no additional material effect on the reserve or on the rights of the public to use the reserve.
19. Construction of the line realignment and undergrounding will take about 2 months in two separate stages, plus time to remove/decommissioned assets (these can stay while Transpower are doing their work).
20. The existing track in the reserve will also be used for undergrounding the 11kv line and transporting materials.
21. To undertake the work WELL will need to construct 4 new access tracks (between 70 and 160 metres long and about 4 - 6 metres wide, as well as upgrade the existing 4WD track. The existing 4WD track will be reinstated to four metres. The existing 4WD track (up to 4 metres in places) was constructed by Transpower for access to the high voltage line in this area. Refer Attachment One for a plan of proposed work.
22. There will be two access control areas when entering the site, plus a helicopter landing area during conducting works.
23. There will be four laydown areas of approximately 300m² for constructing the new pole structures (approximately 10 metres high x 8 metres wide). A total of 8 replacement structures are needed, reflecting the same number of existing structures (those to be removed). The structure proposed include 26 poles (all 11 metres tall) this reflects the size and number of poles to be removed. The poles will be about 1.5 metres in the ground.
24. The new line will be approximately 10% shorter in length than the existing, as well as set lower down the ridgeline. This will reduce the visual effects associated with the lines.

Utilities and the Northern Reserves Management Plan

25. When considering Utilities within reserves in this area. The Northern Reserves Management Plan requires the following:
 - I. all utility structures must be sited to minimise their impact on existing natural and heritage features, waahi tapu sites, visual amenity, recreational facilities and vegetation*
26. There are no known natural or heritage features or waahi tapu sites in the vicinity of the works. With regard to visual amenity, the lines are being relocated in close proximity to the existing alignment of the Transpower lines in the area. The "straightening" of the WELL line from the current alignment will reduce visual impacts to some degree. There are already much larger Transpower high voltage transmission lines in the reserve. There will be no greater impact on recreational uses in the long term, with only minor impact associated with some access restrictions during construction. Vegetation removed will be reinstated with suitable species, and vegetation removal restricted only to that required to practically complete the works.
 - II. in choosing sites for utilities the Council will, having regard to the nature of the utility, give preference to areas not zoned Open Space or Conservation sites and sites where there are already utilities*
27. In this case the utility is already located within the Caribbean Avenue Reserve and is an essential, but minor realignment of an existing asset; it is not practical to realign the lines outside the reserve.

III. all utility structures (that involve pipes, cables, lines or similar equipment) shall be placed underground except where this is not practicable

The 11kV component of the project will be undergrounded. It is not however practicable to underground the section of the 33kV line due to the significantly undulating terrain. Undergrounding the 33kV line would have greater ecological impacts on the reserve than the overhead realignment option as it would require the remove of consider native vegetation.

IV. the location of utility structures should not unduly compromise recreation uses or future facilities and landscape restoration works

28. The proposed work will not impact any future recreational uses of the land or restorative landscape projects once the works are completed. In fact the project can help enhance the existing track and provide additional planting to help restore the wider ecology of the reserve through conditions of the easement.

V. the applicant is responsible for any reinstatement of natural ground, vegetation or infrastructure to the Council's satisfaction

29. A set of conditions will be included into the easement document to address the reinstatement of the areas disturbed by the works and some restoration of wider areas within the reserve.

VI. the utility structure must be accurately mapped and documented with plans supplied to the Council.

30. A survey of the infrastructure will be completed post construction.

Other Objectives and Policies in the Northern Reserves Management Plan

31. The Northern Reserves Management Plan (NRMP) identifies Caribbean Avenue Reserve as a large-scale reserve with ecological and recreational connections.
32. In considering the proposed works against the NRMP overall objectives and policies, the realignment will reduce the impact of the existing infrastructure on the character and landscape of this site. Noting there are existing transmission lines in this area, including the larger Transpower infrastructure.
33. The new line alignment will reduce the impact on the landscape as the replacement line is 100 metres less in distance and lower down the hill slope than the existing alignment. The 11kV overhead line will also be undergrounded for about 280 metres.
- **Landscape**
34. Under the NRMP the protection of the ridgeline and natural character of the reserves are important. The plan also identifies the protection and enhancement of the vegetation.
35. A landscape assessment completed as part of the easement application makes the following observations:
- *The proposed removal of the 280 metres of existing overhead 11kv line will have a positive effect on the Scenic Reserves.*
 - *The proposed structures are visually similar to the existing 33kv line which traverses the reserve. The proposed will reduce the 33kv by approx. 100 linear metres; therefore the changes will be of a smaller scale than the existing line and poles.*

- *The skyline outlook from surrounding areas is already interrupted by the existing 220kV Transpower towers and conductors, which are larger than the WELL lines. The proposed 33kv lines are less prominent than the existing 33kv lines; the 33kV line is also already visible beneath the 220kV line. This change will not be an introduction to a pristine scenic environment, meaning that infrastructure is an existing part of the fabric of the landscape.*
- *When viewed from the west and north, the proposed lines will be in the foreground of the large Transpower towers, and lower down the hill slope than the existing alignment.*
- *The closest viewpoints from the sealed roads or private residences are upwards of 500m metres distance from the proposal, mitigating the impact of the structures, Caribbean Avenue Reserve has limited single track but does have several four wheel drive tracks, meaning access tracks will not be out of character (i.e. 4WD tracks are an existing element in the landscape).*

Ecology

36. In considering ecological objectives and policies of the NRMP the relevant matters include protecting biodiversity and restoration.
37. The proposed project will result in approximately 0.09 hectare of indigenous vegetation and 1.10 hectares of exotic vegetation removal for the formation of access tracks and platforms for the transmission poles.
38. In the ecological report completed by Wildlands (refer to Attachment 2) as part of the WELL application it recommends 0.27 hectares of mitigation planting will be required in previously occupied pole locations and associated ground stays areas and in an area to the east of the site which is currently exotic grass land.
39. Council ecologist has visited the site and reviewed the Wildland report and concurs with its assessment and recommendations.

Recreation

40. The relevant recreation objectives in the plan associated to this project include:
 - *To provide outdoor recreational opportunities and experiences that are environmentally and socially sustainable and accessible to communities*
 - *Ensuring the provision of recreational opportunities and experiences keeps pace with population growth in the north*
41. There are no specific recreation policies that are relevant to the work, however there is one track that runs through the reserve from Caribbean Avenue to Horokiwi Road. This track (partly 4WD) was constructed as part of the Transpower's infrastructure in the area. It is a seldom used track and in poor condition. It is classified as a 'tramping' track (a challenging track that may contain steps, steep or narrow sections). It is managed by reactive maintenance.
42. It is noted that part of the track will need to be closed while works are occurring, however the top section of the track can remain open for use and enjoyment.
43. The objectives and policies relevant to 'Access and Tracks' in the NRMP focus on future development and provision of future track network in the area.
44. The WELL project, though temporarily closing the access to the track within the reserve for health and safety reasons, will have a long term benefit by making the track more accessible by improving the track surface and removing gorse and weeds that are currently encroaching into the track in some places. This track will need to be closed

for up to 4 months during the construction works. However, the work will widen the track in places as well as ensure the track is left in a better condition.

45. Paintball have a lease with Council in the reserve which expires later this year. WELL have spoken with the lease holder who have agreed and consented to the works.

- **Cultural and historic**

46. There are no known cultural or historic sites in the reserves impacted upon by the project.

- **Summary of objective and policies and propose mitigation**

47. The project is not contrary to the objectives and policies of the NRMP in relation to the Caribbean Avenue Reserve.
48. With the appropriate mitigation, via conditions of easement and working closely with WELL and their contractor(s), this project is an opportunity to enhance the reserves ecology and recreation opportunities.

Recommended easement conditions

49. The following are proposed conditions to be included with the easement document for the enabling, construction and maintenance for this site.
- a. Earthwork and sediment control plans for tracks and laydown and all other earthwork areas, including:
 - cut/fill and stock piling locations, and ensuring any works on or near culverts take all effort to mitigate any runoff to streams;
 - Minimise removal of vegetation and exposed area of bare ground;
 - Reinstate vegetation and ground cover as soon as possible after being exposed.
 - b. Track management plan i.e. this must be left in better condition, including swale drains, water run-off.
 - c. Construction Management Plan, including but not limited to:
 - Location of site office;
 - Secured/controlled entrance areas;
 - Method of pole installation;
 - Method of vegetation removal;
 - Trench reinstatement and compaction of trenches;
 - Protection of vegetation not to be removed;
 - Helicopter use (locations, timing, and comms).
 - d. Landscape and restoration plan, including lizard survey, clearly defined areas of mitigation planting (as per the Wildlands report recommendations) and a timeline on maintenance.
 - e. Communication and engagement plan, include (but not limited to):
 - List of key stakeholders i.e. Paint Ball; Friends of Tawa Bush
 - Entrance and track temporary closed signage;
 - Newspaper notices;
 - Key messages;

- Website information, contact details etc.
- f. Traffic and pedestrian/recreation users management plan

Options

50. Alternative options have been assessed by WELL, however none of these are practical due to safety issues, inadequate capacity in the existing network and topography constraints.

Next Actions

51. If the recommendations are approved by CSC then Officers will inform the applicant and commence the easement process and finalise the above conditions.
52. Once the conditions are finalised officers will work with WELL to approve the required management plans and implement them appropriately.

Attachments

Attachment 1.	Attachment 1 - site and lines plan	Page 79
Attachment 2.	Wildlands Ecological Report - Final	Page 80

Authors	Joel de Boer, Recreation and Parks Planner Wendy O'Neill, Property Services Manager
Authoriser	Bec Ramsay, Manager Open Space and Recreation Planning Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

WELL have engaged with Transpower and the 'paintball' lease holder at Caribbean Avenue Reserve to ensure the works can be co-ordinated without disturbance to the respective operations.

Treaty of Waitangi considerations

No engagement with mana whenua is deemed necessary.

Financial implications

There are no financial implications to Council, apart from officer's time. The cost of the easement and meeting the conditions of the easement will be borne by WELL.

Policy and legislative implications

The project works are in line with the Northern Reserves Management Plan and other open space policies.

Risks / legal

This project is considered low risk and in fact is necessary to ensure security of electricity supply not only to the northern suburbs of Wellington but the wider National Grid.

Climate Change impact and considerations

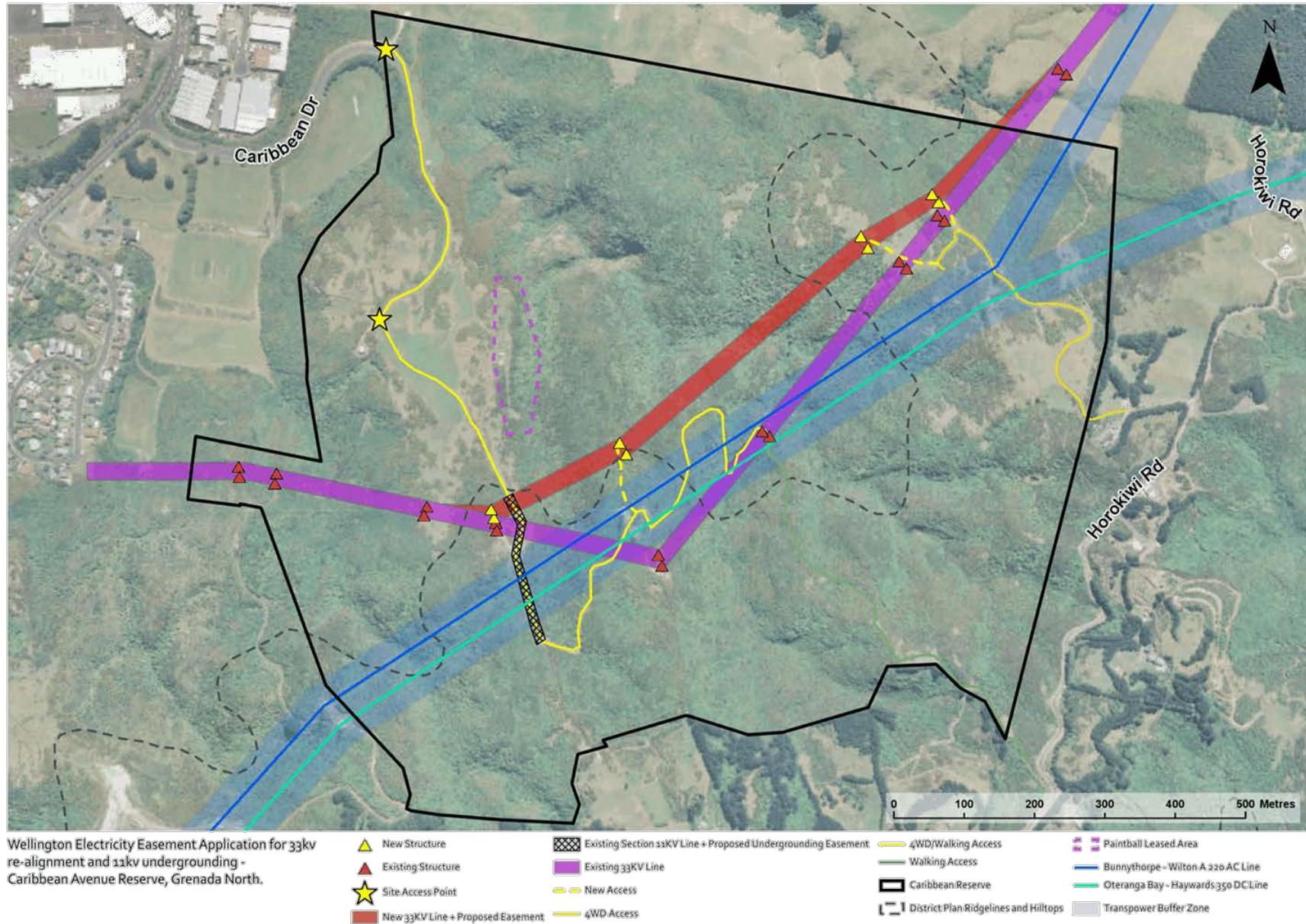
Not applicable

Communications Plan

A communication plan will be drafted by WELL for approval by Wellington City Council to communicate to any recreation users that the track will be temporary closed and upgraded during the projects construction phase.

Health and Safety Impact considered

Health and safety will be considered by WELL and in consultation with Park Rangers to ensure risk to the public is managed.



**ASSESSMENT OF POTENTIAL ECOLOGICAL
EFFECTS FOR PROPOSED REALIGNMENT OF A
TRANSMISSION LINE WITHIN CARIBBEAN
DRIVE RESERVE, GRENADA NORTH**



 providing
outstanding
ecological
services to
sustain
and improve our
environments 



**ASSESSMENT OF POTENTIAL ECOLOGICAL EFFECTS
FOR PROPOSED REALIGNMENT OF A TRANSMISSION
LINE WITHIN CARIBBEAN DRIVE RESERVE, GRENADA
NORTH**

**Contract Report No. 4983**

March 2019

Project Team:

Keely Paler - Report author
Astrid van Meeuwen-Dijkgraaf - Report author
Steve Rate - Peer Review
William Shaw - Peer Review

Prepared for:

Align
4 Jackson Street
Petone
Lower Hutt

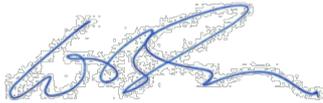
WELLINGTON OFFICE: 22 RAIHA STREET, ELSDON, P.O. BOX 50-539, PORIRUA
Ph 04-237-7341; Fax 04-237-7496

HEAD OFFICE: 99 SALA STREET, P.O. BOX 7137, TE NGAE, ROTORUA
Ph 07-343-9017; Fax 07-343-9018, email ecology@wildlands.co.nz, www.wildlands.co.nz

CONTENTS

1.	INTRODUCTION	1
2.	PROPOSED WORKS	1
3.	METHODS	2
4.	ECOLOGICAL CONTEXT	4
	4.1 Wellington Ecological District	4
	4.2 Western Hills Ecological Domain	5
	4.3 Threatened land environments	5
	4.4 Predicted vegetation types	6
5.	VEGETATION AND HABITATS	6
	5.1 Overview	6
	5.2 Māhoe forest and scrub	6
	5.3 Mānuka forest and scrub	6
	5.4 Māpou scrub	6
	5.5 Gorse scrub	7
	5.6 Exotic grassland	7
6.	FLORA	7
7.	FAUNA	7
	7.1 Birds	7
	7.2 Herpetofauna	9
8.	POTENTIAL ECOLOGICAL EFFECTS	9
9.	MEASURES TO AVOID OR MITIGATE POTENTIAL ADVERSE EFFECTS	11
10.	CONCLUSION	11
	ACKNOWLEDGMENTS	12
	REFERENCES	12
	APPENDIX	
1.	Site photographs	14

Reviewed and approved for release by:



W.B. Shaw
Director/Principal Ecologist
Wildland Consultants Ltd

© *Wildland Consultants Ltd* 2019

This report has been produced by Wildland Consultants Ltd for Align. All copyright in this report is the property of Wildland Consultants Ltd and any unauthorised publication, reproduction, or adaptation of this report is a breach of that copyright.

1. INTRODUCTION

Align Ltd is preparing a resource consent application to realign a short section of an existing Wellington Electricity 33 kV transmission line in the Wellington City Council-owned Caribbean Drive Reserve, in Grenada North. Align Ltd require an ecological assessment of potentially affected vegetation and habitats, to accompany both the resource consent application and application for an easement to the City Council.

Caribbean Drive Reserve is an area of regenerating broadleaved species and gorse (*Ulex europaeus*) scrub in Wellington Ecological District. It is located within the Takapu Stream catchment, and includes tributaries of this stream. The reserve is owned by Wellington City Council and is used for recreational walking and paintball games.

The proposed alignment of the 33 kV transmission line is indicated by the red lines in Figure 1. Realignment will remove the 33 kV line from where it crosses beneath the existing 110 kV lines (which are visible in the aerial photograph), which will remain unchanged. The redundant section of the 33 kV line will be removed, and access tracks will either be created or reinstated to provide access to the new structures.

2. PROPOSED WORKS

To achieve the proposed realignment of the transmission line, new poles, reconfigured line spans, and additional access tracks will be required. Construction will commence as soon as possible and is anticipated to take at least three months, with an additional two months to undertake remedial work.

Poles

Eight sets of poles, which support the spans of six 33 kV transmission lines, will be relocated as part of this project. Each pole will be 11.5 metres tall, buried at least two metres in the ground. The exposed length of poles above ground will be approximately 9.5 metres. Vegetation clearance is proposed around all of the new poles to create a minimum eight metre wide footprint, although the extent of vegetation clearance may increase if additional benching is required.

Two sets of H-structure poles and two sets of tri-structure poles will become redundant as part of these works. These poles, support wires, and associated anchor blocks will be removed as part of this process, and maintenance of the access tracks to these locations will be abandoned.

Lines

The lines will comprise a 33 kV feeder cable. Helicopters will be used to install the overhead feeder cables. Vegetation is not permitted to grow within 2.5 metres of these lines, which limits vegetation height to seven metres tall below the transmission lines. Vegetation height will be further restricted mid-span, where the lines will hang

lower. It is anticipated that frequent trimming of vegetation will be required to prevent interference with the overhead lines.

Access Tracks

All access tracks are required to be three metres wide, plus an additional one metre on both sides of the track where vegetation will be removed. This provides sufficient width for staff to install the new infrastructure and provide continued maintenance to these assets. Current access tracks at the site will be maintained, reinstated, or abandoned, depending on the future requirements for access to the new infrastructure. Additionally, new access tracks will be created for access to the new transmission pylons, as indicated in Figure 1.

Undergrounding of a Section of Cable

The 11 kV cable will be installed underground for a section where it currently crosses under the existing Transpower transmission lines (Figure 1). It is anticipated that this will follow the existing access track. However, this section of access track will be widened to four metres, with an additional metre on each side of the track where vegetation will be removed.

Disposal of Fill and Creating of a Laydown Area and a Helicopter Pad

Fill from placing the cable underground will be moved to the eastern part of the reserve (Figure 1). This will be used to create a laydown area and a helicopter pad required to carry out the realignment project. Any excess soil will be spread on the edges of tracks, for stabilisation.

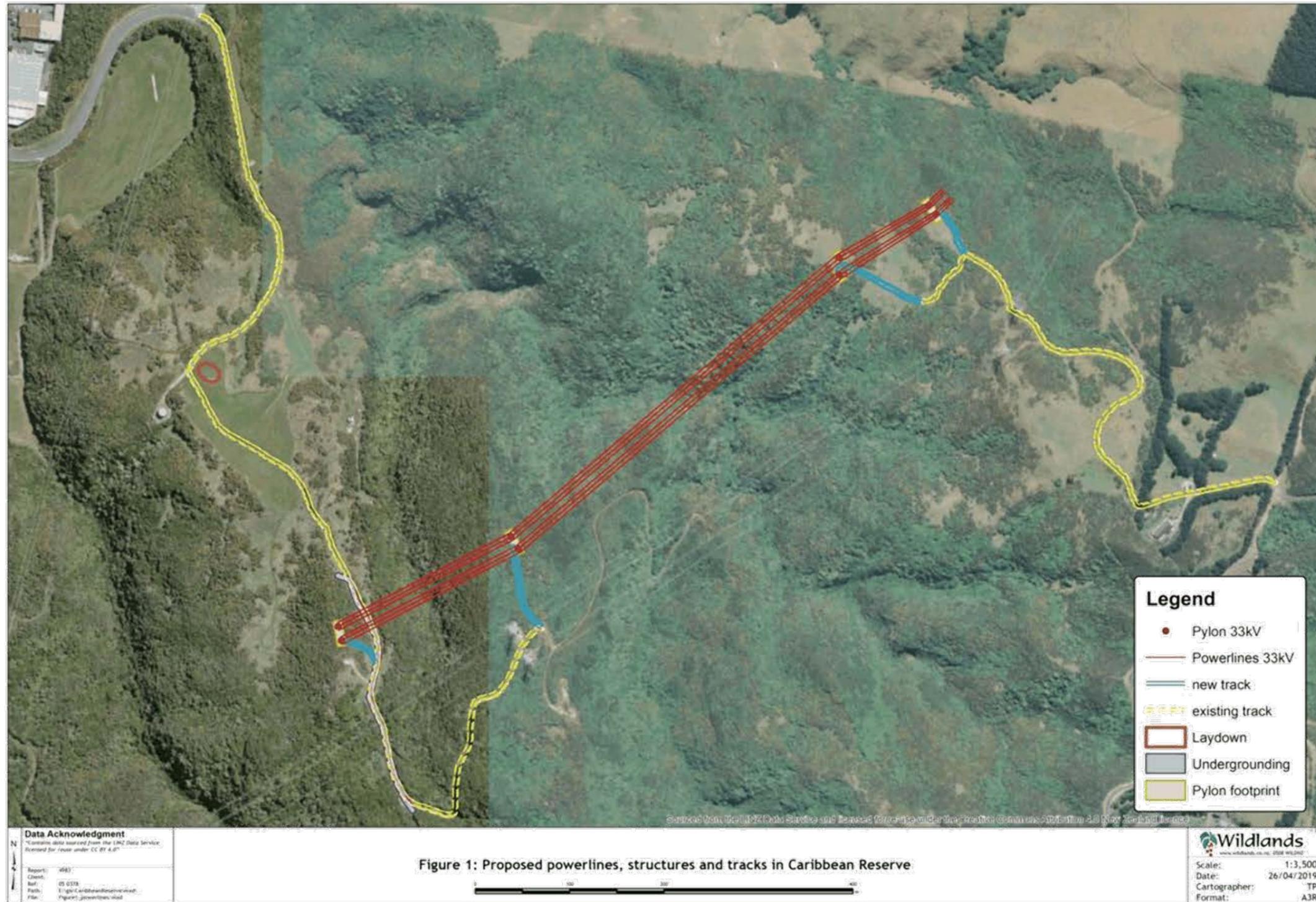
3. METHODS

A desktop assessment of the site and surrounding area was undertaken to determine the ecological context and known ecological features and values.

A site visit was undertaken on 29 March 2019 to the Caribbean Drive end of the reserve and another site visit was undertaken on 15 April 2019 to the Horokiwi Road side. All vegetation and habitat types in the area were assessed and described. Fauna observations were recorded and representative photographs were taken.

The following matters were evaluated:

- Potential ecological effects associated with realignment of the transmission line.
- Measures to avoid or minimise any potential adverse effects that the realignment may have on the ecological features and values of the area.



4. ECOLOGICAL CONTEXT

4.1 Wellington Ecological District

The project area lies entirely within Wellington Ecological District, as defined and described by McEwen (1987).

Topography, Geology, and Soils

Wellington Ecological District comprises steep, strongly-faulted hills and ranges, two harbours, one with several small islands, the large Pāuatahanui estuary, and the large Hutt River valley.

Underlying geology is almost entirely Triassic-Jurassic alternating argillite and greywacke. A range of soils are derived from greywacke and Pleistocene drift material and loess, with alluvial, peaty and stony soils in valleys. On steep slopes there are moderately leached, stony and shallow steepland soils. These are moderately-fertile, with only slight scree erosion, and mainly used for pastoral farming, with some areas reverting to scrub. Soils on hilly, rolling and flattish slopes are generally moderately deep to deep loess or drift material over greywacke. In lower rainfall areas near coast, subsoils are pale coloured, firm to compact, but in more inland higher rainfall areas the subsoils are browner, more friable, and better structured. Soils in valleys range from sandy and silty well-drained soils on levees, poorly-drained heavier textured soils in back-swamps and fans, to peaty soils in swamps. Shallow, stony soils occur on low terraces. There are minor areas of salty soils in estuarine areas and sandy soils on coastal dunes.

Climate

The climate is windy, with west to northwest winds prevailing, a high wind-run and frequent gales. Summers are warm and winters mild. Annual rainfall is 900-1,400 mm and is distributed evenly throughout the year.

Pre-Human Vegetation

Indigenous forests were originally widespread. Podocarp forest with kahikatea (*Dacrydium dacrydioides*), tōtara (*Podocarpus totara*), and mataī (*Prumnopitys taxifolia*) on hills, rimu (*Dacrydium cupressinum*)-northern rātā (*Metrosideros robusta*)/kohekohe (*Dysoxylum spectabile*) forest were present nearer the coast, and miro (*Prumnopitys ferruginea*)-rimu/tawa (*Beilschmiedia tawa*) forest at higher elevations.

Current Vegetation

Much of Wellington Ecological District is now farmed, with *c.*30% of the land covered in exotic grassland and *c.*8% in exotic plantation forest. 'Gorse and/or broom' covers *c.*14.5%, while urban areas cover *c.*22% of the Ecological District (Landcover Database v4.1; Landcare Research 2015).

Remaining indigenous vegetation includes saltmarsh communities around Pāuatahanui Inlet, 'mānuka and/or kānuka' (c.2% of landcover), 'broadleaved indigenous hardwoods' (c.15% of landcover), and remnants of 'indigenous forest' (c.2% of landcover) (Landcover Database v4.1; Landcare Research 2015), although many of these have been logged for podocarps. Compared to Tararua Ecological District immediately to the east, very little beech is present, although black beech (*Fuscospora solandri*) and hard beech (*F. truncata*) occur in ridge stands between Haywards and Moonshine.

4.2 Western Hills Ecological Domain

Ecological Domains, also known as eco-domains, combine information on geology, geomorphology, meteorology, biology, and human use of natural resources with expert knowledge of the ecological processes and characteristics of the region. A mosaic of more than 60 eco-domains - areas that have unity within themselves but are distinct from each other - cover the Greater Wellington Region (Greater Wellington Regional Council 2003). Twenty-one of these are further divided into sub-domains. Caribbean Drive Reserve is located in the '56. Western Hills' Ecological Domain, as described below.

Rainfall in these hills is more seasonal than in coastal areas, but the friable, well-structured soils hold moisture year round. In the Belmont-Judgeford area, the air temperature is warmer and the climate is drier than in other parts of this eco-domain. Erosion is minimal, although weaker fault-induced crush zones and interglacial fossil gullies exist in places. Wind flow is often turbulent, with channelling and eddying in gullies. This eco-domain has a complex topography of moderately steep hillslopes with smooth ridgelines due to the presence of old, eroded peneplain surfaces, broad basins, gullies, fossil gullies and fault-defined valleys, which create diverse microclimates. Frost is patchy, but can be heavy in basins such as Karori, Tawa, and Johnsonville where cold air collects. The soils comprise yellow brown earths and include greywacke loess on ridge tops, and gravels on stream flats. Indigenous vegetation is dominated by podocarp/tawa forest with a variety of understorey species, indicating moist, fertile conditions in gullies.

4.3 Threatened land environments

The Threatened Environment Classification (TEC) is a combination of three national databases: Land Environments New Zealand (LENZ), Land Cover Database (LCDB4) and the protected areas network. It shows how much indigenous vegetation remains within land environments, and how past vegetation loss and legal protection are distributed across New Zealand's landscape. The TEC is most appropriately applied to help identify places that are priorities for formal protection against clearance and/or incompatible land-uses, and for ecological restoration to restore lost species, linkages, and buffers (Cieraad *et al.* 2015).

The project area is located almost entirely within land environments with 20-30% indigenous vegetation remaining.

4.4 Predicted vegetation types

Singers and Rogers (2014) have mapped the Wellington Region. Predicted ecosystem types relevant to this project includes MF6, kohekohe, tawa forest at lower altitudes and MF7, tawa, kamahi, podocarp forest further up the hills. Less than 30% of these ecosystem types remain in the Wellington Region.

5. VEGETATION AND HABITATS

5.1 Overview

Vegetation within Caribbean Drive Reserve is currently a mosaic of māhoe-, mānuka-, māpou-, and gorse-dominant forest and scrub, and smaller areas of exotic grassland. Five vegetation types have been mapped (see Figure 2):

- Māhoe forest and scrub.
- Mānuka forest and scrub.
- Māpou scrub.
- Gorse scrub.
- Exotic grassland.

5.2 Māhoe forest and scrub

This vegetation type is dominated by māhoe (*Melicactus ramiflorus*), but the canopy also contains rangiora (*Brachyglottis repanda*), mamaku (*Cyathea medullaris*), mānuka (*Leptospermum scoparium*), hangehange (*Geniostoma ligustrifolium*), kanono (*Coprosma grandifolia*), kawakawa (*Piper excelsum*), putaputawētā (*Carpodetus serratus*), makomako (*Aristotelia serrata*), ongaonga (*Urtica ferox*), red māpou (*Myrsine australis*), lancewood (*Pseudopanax crassifolius*), *Coprosma rhamnoides*, and bush lawyer (*Rubus cissoides*). Much of the vegetation type is regenerating through gorse (*Ulex europaeus*), and old gorse still occurs within this vegetation type, but is being suppressed by the taller-growing māhoe. Himalayan honeysuckle (*Leycesteria formosa*) was observed along the edges of this vegetation type.

Elements representative of more mature forest vegetation occur within the gullies, particularly around streams, including nīkau (*Rhopalostylis sapida*), and taller more mature plants of the above species. There are a few tawa (*Beilschmiedia tawa*) trees in an area of older forest in the headwaters of a gully near the Horokiwi Road end of the reserve.

5.3 Mānuka forest and scrub

Areas of mānuka forest and scrub occur in the reserve in small, localised areas.

5.4 Māpou scrub

A small area of māpou-dominant scrub occurs on a spur at the Horokiwi end of the reserve.

5.5 Gorse scrub

Areas of gorse-(tauhinu; *Ozothamnus leptophyllus*)-(māhoe) scrub and shrubland were recently wide-spread within Caribbean Drive Reserve, but are now mostly limited to isolated patches particularly along ridges, and on roadside margins, and within the current track and pylon footprints, where vegetation clearance occurs frequently. In many locations, the gorse-dominant canopy is starting to include later successional species such as māhoe, *Olearia solandri*, and rangiora.

5.6 Exotic grassland

This vegetation type is comprised of exotic grasses, including cocksfoot (*Dactylis glomerata*), with some creeping bent (*Agrostis stolonifera*), buttercup (*Ranunculus repens*), lotus (*Lotus pedunculatus*), clover (*Trifolium* sp.), narrow-leaved plantain (*Plantago lanceolata*), broad-leaved dock (*Rumex obtusifolius*), inkweed (*Phytolacca octandra*), black nightshade (*Solanum nigrum*), blackberry (*Rubus fruticosus* agg.), and gorse.

It primarily occurs along the access tracks, where vegetation is disturbed regularly by vehicular access and other species are prevented from establishing. Larger areas of this vegetation type are present near the start of the access track at both the Caribbean Drive and Horokiwi Road ends of the reserve, but gorse and other shrubs are colonising the grassland on its margins.

6. FLORA

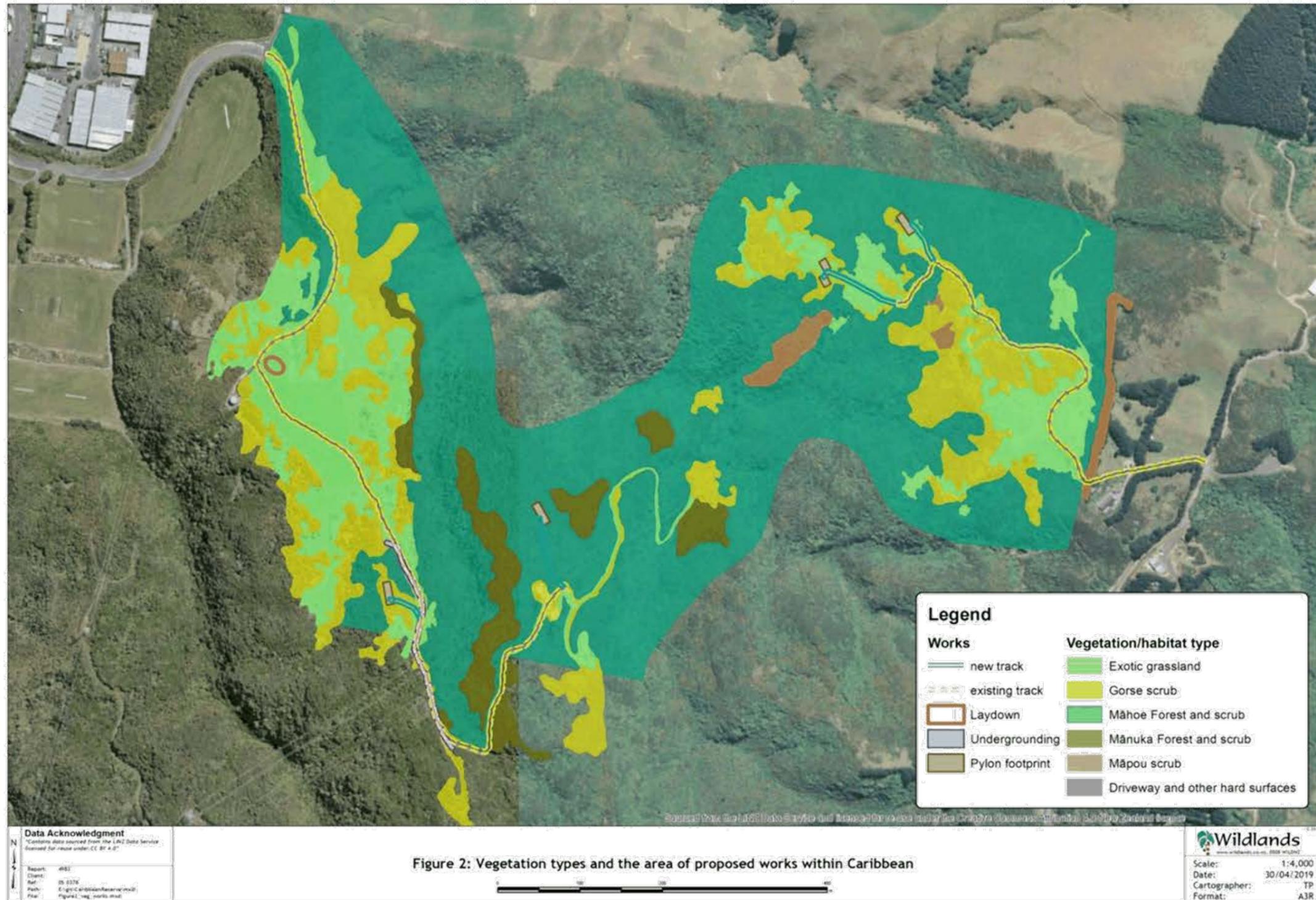
Indigenous species recorded during this survey (see Section 5 above) are all common species, typical of the vegetation and habitats present.

No Threatened or At Risk plant species (as per de Lange *et al.* 2018) were observed in areas to be affected by the proposed works.

7. FAUNA

7.1 Birds

Bird species recorded during the March and April 2019 site visits were: tūī (*Prosthemadera novaeseelandiae*), blackbird (*Turdus merula*), chaffinch (*Fringilla coelebs*), skylark (*Alauda arvensis*), and goldfinch (*Carduelis carduelis*).



The following additional bird species have been recorded within the area of works in the eBird database (eBird 2017): the Not Threatened¹ korimako/bellbird (*Anthornis melanura*), tauhou/grey warbler (*Gerygone igata*), karoro/southern black-backed gull (*Larus dominicanus*), kāhu/swamp harrier (*Circus approximans*), tūī, and spur-winged plover (*Vanellus miles*); and the introduced and naturalised common chaffinch (*Fringilla coelebs*) and house sparrow (*Passer domesticus*). Korimako/bellbird is scarce in the Wellington region.

7.2 Herpetofauna

Barking gecko (*Naultinus punctatus*; classified as At Risk-Declining by Hitchmough *et al.* 2016) have been recorded in a gully containing broadleaved species forest located approximately 700 metres southwest of the proposed works, and also approximately one kilometre to the northwest, in motorway buffer vegetation.

8. POTENTIAL ECOLOGICAL EFFECTS

Overview

Formation of access tracks and platforms for the transmission pylons will require the clearance of vegetation, as indicated in Figure 2. The proportion of each vegetation type to be cleared is set out in Table 1. The part of the project area that is currently driveway is unlikely to require any modification.

Table 1: Vegetation clearance, in hectares, required for to construct or reinstate infrastructure as required to realign the transmission lines in Carribean Reserve, Grenada North.

Works Type	Exotic Habitats			Indigenous Habitats		
	Driveway	Exotic Grassland	Gorse Scrub	Total	Māhoe Forest and Scrub	Total
Existing track	0.87	0.02	0.01	0.91	0.00	0.00
Laydown		0.03		0.03		0.00
New track		0.06	0.05	0.11	0.04	0.04
Pylon		0.01	0.04	0.05	0.04	0.04
Total	0.87	0.12	0.11	1.10	0.09	0.09

Vegetation Clearance

Māhoe-dominant vegetation is representative of a vegetation type which is currently common throughout the Wellington Region, but is not yet representative of original vegetation types, and not known to contain any rare features. However, indigenous plant species are dominant and this will develop into later successional indigenous forest. The loss of this indigenous forest and scrub will need to be mitigated.

Māhoe is a fast-growing species, which may require frequent trimming to prevent interference with overhead power lines. Frequent trimming will result in ongoing

¹ National threat classification for birds are from Robertson *et al.* (2017).

ecological effects, including increased edge effects, increased probability of pest plant establishment, and will prevent the establishment of later successional species.

Existing access tracks are typically three metres wide and covered in exotic grasses, with gorse or māhoe forest on each side. The proposed width of these tracks is three metres with an additional one metre on each side where gorse- and māhoe-dominated vegetation will be cleared. Gorse scrub is an exotic vegetation type, and clearance does not require mitigation.

Stream

A stream occurs to the east of the access track, where a section of 11 kV cable will be placed underground. This stream passes through a double culvert under the access track and flows are likely to be at least intermittent, as it contained flowing water during the site visit, which was undertaken in a dry period. If this section of the access track requires widening, the culvert will also need to be altered and lengthened; which will require resource consent and removal of any fish passage barrier. This culvert will not be modified during these works.

Sediment Management

Vegetation removal and earthworks may cause sedimentation of the waterways present at the site. This is especially likely in the area where the cable will be installed underground, as this process requires excavation of substantial trenches.

Lizards

Barking gecko may occur within the forest vegetation, particularly in areas of mānuka forest. Skinks may occur in areas of exotic grassland. As vegetation clearance will be sufficiently small, any impacts upon lizard are anticipated to either be non-existent, very minor, or inconsequential.

Avifauna

It is not anticipated that there will be adverse effects on avifauna. Birds in the area are adapted to the presence of transmission lines, and were observed using these as perches. There is evidence that birds can be electrocuted by transmission lines, but the proposed works will reduce the total length of lines over the reserve, so this is unlikely to have adverse effects on bird populations. Disturbance to birds during construction is expected to be minor given that the effects will be temporary and there is ample habitat located nearby which birds can move.

9. MEASURES TO AVOID OR MITIGATE POTENTIAL ADVERSE EFFECTS

The proposed realignment of a short section 33 kV transmission line will result in the loss of 0.09 hectares of indigenous māhoe forest and scrub, which will require mitigation at a ratio of 1:3. On this basis, 0.27 hectares of mitigation planting will be required for this project. This mitigation planting could either occur in the areas previously occupied by the old poles and associated ground stays, or in an area to the east of the site, which is currently exotic grassland. It may not be appropriate to plant the redundant access tracks, as these appear to have recreational uses. This decision will need to be made in consultation with Wellington City Council.

Fast-growing indigenous species, including mānuka, kānuka and māhoe should be used for the mitigation planting. These will be interplanted with a range of later successional species, including kohekohe and tawa, to encourage the development of later successional vegetation. Plants will be sourced from the Wellington Ecological District and planted at PB3 size. Approved nurseries include Rimutaka Prison nursery, Berhampore nursery, Forest and Bird, Porirua City Council, and Leacroft nursery.

Maintenance of the plantings will be required to ensure successful establishment, and this should include, but not be limited to, control of pest plants and pest animals. The new plantings will need to be released of pest plants and any exotic grasses which threaten their survival. Goats and sheep have been recorded in the area, and browse on restoration plantings. It may be appropriate to apply Treepel (a browsing repellent) to the plantings if browse damage is noted.

At least one area has been identified as being likely to require frequent small scale tree trimming. Frequent trimming of trees incur ongoing financial costs and may also be detrimental to the health of the trees. Therefore, it may be appropriate to clear the current trees and plant with low-growing species such as flax (*Phormium tenax*), which will not attain heights that will interfere with the power lines, and are less likely to develop into a taller, more mature vegetation type.

To avoid or minimise the effects of sediment on the waterways at the site, a sediment control plan and silt fencing is required (Greater Wellington Regional Council 2004)

To mitigate for any minor loss of lizard habitat, revegetation plantings should include kanuka, manuka, and *Coprosma propinqua*, as these are lizard friendly plants, which would enhance local lizard habitat.

10. CONCLUSION

Align Ltd is preparing a resource consent application for Wellington Electricity to realign a short section of an existing 33 kV transmission line, and install a section of 11kV underground cable in the Wellington City Council-owned Caribbean Drive Reserve. This will involve the clearance of vegetation, including indigenous vegetation types, and may adversely affect lizard habitat. Opportunities to avoid potential adverse effects on ecological values include minimising clearance of

indigenous vegetation and best practice controls for sediment management. Mitigation opportunities include indigenous planting and control of pest plants. If the measures outlined in this report are implemented to a high standard, then the overall effects of the proposed transmission line realignment are likely to be minor.

ACKNOWLEDGMENTS

Special thanks to the team at Align Ltd, including Charlie Hopkins, for initiating this project, and to Paul Parreno from Wellington Electricity for useful discussions and assistance during the site visits.

REFERENCES

- Cieraad E., Walker S., Price R., and Barringer J. 2015: An updated assessment of indigenous cover remaining and legal protection in New Zealand's land environments. *New Zealand Journal of Ecology* 39(2): 309-315.
- de Lange P.J., Rolfe J.R., Barkla J.W., Courtney S.P., Champion P.D., Perrie L.R., Beadel S.M., Ford K.A., Breitwieser I., Schönberger I., Hindmarsh-Walls R., Heenan P.B., and Ladley K. 2018: Conservation status of New Zealand indigenous vascular plants, 2017. *New Zealand Threat Classification Series 22*. Department of Conservation, Wellington. 82 pp.
- Department of Conservation 2015: Department of Conservation Plant Database (Bioweb), Wellington region records Accessed: September 2015.
- Department of Conservation 2016: Department of Conservation Herpetofauna Database (Bioweb) Accessed: 3 May 2016
- eBird 2017: Extract of New Zealand bird observations in eBird. November 2016 <http://ebird.org/content/newzealand/>
- Hitchmough R., Barr B., Lettink M., Monks J., Reardon J., Tocher M., van Winkel D., and Rolfe J. 2016: Conservation status of New Zealand reptiles, 2015. *New Zealand Threat Classification Series 17*. Department of Conservation, Wellington. 14 pp.
- Greater Wellington Regional Council 2004: Erosion and Sediment Control Guidelines for the Wellington Region. *Greater Wellington Regional Council Environment Report*. 112 pp.
- Landcare Research 2015: LCDB v4.1 - Land Cover Database version 4.1. <https://iris.scinfo.org.nz/layer/423-lcdb-v41-land-cover-database-version-41-mainland-new-zealand/>
- McEwen M.W. (comp) 1987: Ecological Regions and Districts of New Zealand. *New Zealand Biological Resources Centre Publication No. 5*. Department of Conservation, Wellington.

- NIWA 2018: New Zealand Fish Passage Guidelines for Structures up to 4 metres. *NIWA Client Report No: 2018019hn*. National Institute of Water & Atmospheric Research Ltd, Hamilton. 226 pp.
- Robertson H.A., Baird K., Dowding J.E., Elliott G.P., Hitchmough R.A., Miskelly C.M., McArthur N., O'Donnell C.J., Sagar P.M., Scofield R.P., and Taylor G.A. 2017: Conservation status of New Zealand birds, 2016. *New Zealand Threat Classification Series 19*. Department of Conservation, Wellington. 23 pp.
- Singers N. J. D. and Rogers G. M. 2014: A classification of New Zealand's terrestrial ecosystems. Science for Conservation 325. Department of Conservation, Wellington. 91 pp.

APPENDIX 1



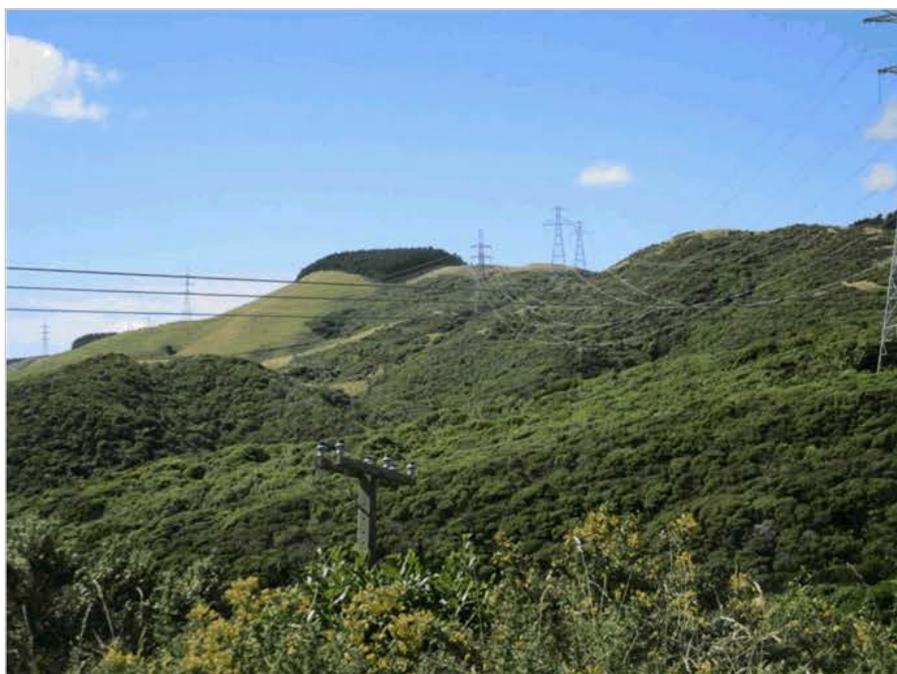


Plate 1: Caribbean Drive Reserve, from the Caribbean Drive side, looking northeast. 29 March 2019.



Plate 2: Caribbean Drive Reserve, from proposed pylon N3 site at the Horokiwi Road end of the reserve, looking southeast. 15 April 2019.



Plate3: Measuring tape showing a four metre width of a section of the access track that would be used to install the 11kV cable underground . 29 March 2019.



Plate 4: Section of the current access track with a person to indicate vegetation height. 29 March 2019.

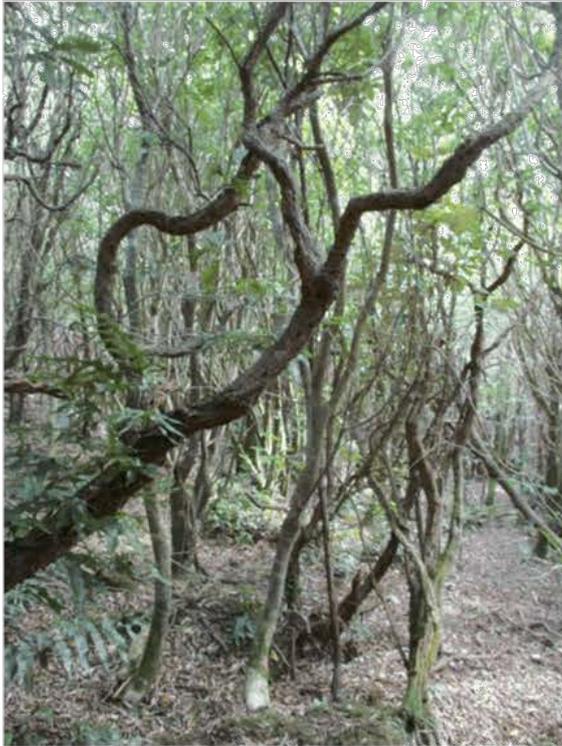


Plate 5: Understorey of the māhoe forest/scrub likely to be removed to obtain vehicle access to pylons N2 and N6. 29 March 2019.



Plate 6: Double culvert under a section of the existing access track. 29 March 2019.



Call Free 0508 WILDNZ	99 Sala Street	Regional Offices located in
Ph: +64 7 343 9017	PO Box 7137, Te Ngae	Auckland, Hamilton, Tauranga,
Fax: +64 7 343 9018	Rotorua 3042,	Whakatane, Wellington,
ecology@wildlands.co.nz	New Zealand	Christchurch and Dunedin

ECOLOGY RESTORATION BIODIVERSITY SUSTAINABILITY

www.wildlands.co.nz

PROPOSAL TO REMOVE AN ENCUMBRANCE AT 79 DIXON STREET, TE ARO

Purpose

1. This report asks the City Strategy Committee to make a recommendation to Council on whether or not to remove (discharge) the Encumbrance (for public seating and garden) on the title of the privately owned property at 79 Dixon Street, Te Aro.

Summary

2. The owners of 79 Dixon Street approached Council to request that the encumbrance on their title, providing for a 100m² area for public seating and garden, be discharged.
3. On 11 February 2016 the Environment Committee instructed officers to carry out public consultation in accordance with Section 138 of the Local Government Act 2002 (LGA). At the same time the Committee recommended to Council that any encumbrance discharge be subject to the urban design issues being satisfactorily resolved and the outcome of public consultation. Please refer to minutes and report in Attachment 1.
4. A number of urban design outcomes including boundary realignment along Victoria Street (creating a wider footpath than current) were resolved through the resource consent process which culminated in December 2018.
5. On 27 February 2019 Council resolved to adopt the recommendations of the 16 February 2016 Environment Committee. Please refer to the 2019 Council minutes in Attachment 2.
6. Public consultation was undertaken between 29 March to 29 April 2019 and 8 written submissions were received. 7 were opposed to the discharge and 1 supported it.
7. Two oral submissions, by the Inner City Wellington Residents Association (ICW) and James Cunningham, were heard by the City Strategy Committee at their meeting of 16 May 2019 (please refer to Attachment 3 report and written submissions). Essentially they oppose the discharge as they do not want to lose any open/green space in the central city area.
8. The Victoria Street Transformation Project (VSTP) was completed in 2015 and provided significant tree planting and development of open spaces along the Victoria street corridor, including Volunteer Park (opposite), Te Niho Park to the south and involved the planting of over sixty trees.
9. Through the VSTP council envisaged, this part of the city would regenerate and become an inner city neighbourhood including a new building at 79 Dixon Street providing a more active street edge and a wider footpath alignment along Victoria Street, using private land to achieve this.
10. There are alternative parks nearby including Volunteer corner, Denton Park, Pidgeon Park Glover Park and Flagstaff Hill Park which Council acquired in December 2015.
11. Officers are currently in negotiations to acquire and develop other land in the Te Aro area in order to provide further green and open spaces to provide for the growing inner city.

12. The small public seating and garden area at 79 Dixon Street would look and feel very different once a new building is built around and possibly over the top of it, creating an undesirable urban form outcome, with less sunlight given it is currently surrounded by vacant land (car parking at ground level).
13. Given the urban design outcomes that were achieved in the VSTP and ongoing work providing replacement open spaces to improve central city spaces, officers recommend that the objections not be upheld and that the encumbrance be discharged.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Recommends to Council that it:
 - (a) Agrees not to uphold the 7 objections to the encumbrance discharge at 79 Dixon Street, Te Aro received as a result of public consultation under section 138 of the Local Government Act (2002).
 - (b) Approves the discharge of the encumbrance on the title of 79 Dixon Street, Te Aro as urban design issues have been satisfactorily resolved, including a 900mm deep footpath widening along Victoria Street (on private land).
 - (c) Notes that officers are working on other opportunities to provide new green and open spaces in the Te Aro area to cater for the increasing inner city population.

Background

14. The owners of 79 Dixon Street have approached Council requesting that the encumbrance on their property title be removed. The encumbrance covers a 100m² area on the corner of Dixon Street and Victoria Street providing for public seating and garden (refer to Attachment 3).
15. On 11 February 2016 the Environment Committee instructed officers to carry out public consultation in accordance with Section 138 of the LGA. The Committee also added a requirement that removal of the encumbrance be subject to the satisfactory resolution of any urban design issues requiring some alignment of property boundaries along Victoria Street, as well as the outcome of public consultation.
16. At its 27 February 2019 meeting, Council resolved in Public Excluded (PE) the recommendations of the Environment Committee as set out above. The delay in achieving urban design outcomes was due to the owner not having control of the Farmers (building) lease until early last year and then working through their development plans incorporating Council urban design outcomes.
17. Public consultation in accordance with the LGA was undertaken between 29 March and 29 April 2019 and included a public notice in the Dominion Post on 29 March 2019, details of the proposal in the public notices section of Council's website, a physical public notice on site behind the seating area and writing to the Inner City Wellington Residents Association (ICW).
18. During the consultation period ICW requested and were provided with more information and background including the PE Minutes from 27 February 2019 (Attachment 2), on the encumbrance in mid-April.

19. At close of submissions on 29 April 2019, a total of 8 submissions were received, 1 in favour and 7 opposing the encumbrance discharge. Five of these submissions were received after the published Stuff article (including the 1 in favour).
20. All submitters were invited to make oral submissions to the City Strategy Committee (CSC) and 2 accepted. All submissions are summarised in the discussion section below and can be viewed in full in Attachment 3.
21. On 16 May 2019 both ICW and James Cunningham made their oral submissions to CSC and were questioned and thanked for their submissions and advised that a decision report would be presented to CSC on 13 June 2019.

Discussion

22. **Summary of 1 Submission in favour:**

The 1 submission in favour from M Solomon considered the proposed development at 79 Dixon Street “would provide greater benefits of workers, residents and shops to an area that has long been neglected”. “The development would also improve the built environment and create a new exciting city precinct that will enliven the surrounding area and city overall”.

23. **Summary of 7 Submissions in opposition :**

- 1) R Goldsmith considered the encumbrance area better than volunteer corner due to shelter to south & east, more seating (with backs on them) and retains sun longer. She asked “if you remove the more popular seating area, is it possible to adjust Volunteer corner to create more shelter and seating”.
- 2) S Butterfield uses the space to sit in the sun and while they would prefer it have some lawn they consider the green aspect important but also as ground space for people to congregate in the event of fire alarms etc. “Volunteer Park is less inviting with no seats and shelter”. Also concerned that Council continues to consent apartments with no community space around them.
- 3) A Bartlett opposed and had not seen any material to indicate that Volunteer Park is a trade-off for the encumbrance area and considered that a larger footpath could be achieved by removal of on street parking in the vicinity.
- 4) P Barber; “Please retain encumbrance as little pockets of greenery are part of Wellington’s charm”.
- 5) W Armitage notes the space is regularly used by workers having lunch or people just sitting in the sun and Volunteer corner is drab and cold by comparison. Made references to the UN “New Urban Agenda” and World Health Organisation comments on urban green spaces. Questioned the authenticity of the consultation carried out.
- 6) ICW made an oral presentation to CSC on 16 May 2019 and reinforced their opposition to the encumbrance removal stating that there is a clear need for parks, open spaces, green spaces and sunny areas and they don’t want to see any loss of green/open spaces in the central city. ICW commented that there is no guarantee of replacements once an open space is gone. They do not consider Volunteer corner a suitable replacement for what they describe as the sunnier encumbrance land and ICW asked where all the new green spaces to

accommodate the increasing inner city population are going to be created. Concerned that keeping the encumbrance wasn't a condition of the resource consent.

- 7) James Cunningham also made an opposing oral submission to CSC. His key points were that the encumbrance area is a 'park' with a sunnier aspect than Volunteer corner (which also has steps at one end which he believes disadvantages the disabled and elderly), and that removal of the encumbrance means Council is not promoting a liveable city and not encouraging pedestrians. Wanted to know compensation amounts and calculation details. Concluded by saying that if Council decided to remove the encumbrance then the compensation proceeds should be reinvested into existing or new open spaces to cater for growing population in central city.

24. Officers respond to concerns raised as follows:

- The encumbrance area providing seating and garden is on private land and is only 100m² in size and is currently surrounded by vacant land. Once the surrounding land is developed with a multi storey building, the space will look and feel quite different.
- Volunteer corner is a triangular shaped area of approximately 700m², opposite 79 Dixon Street and was in part foreseen as a replacement. It receives more morning sun and 79 Dixon receives more afternoon sun which is when the submission photo examples were taken. Officers acknowledge the request for more seating and shelter on Volunteer corner.
- The Victoria Street Transformation Project included planting of over 60 new trees, and multiple opens spaces along Victoria Street.
- There are alternative Parks nearby such as Denton Park (recently developed by Council), Pigeon Park, Glover Park and Flagstaff Hill (16 Terrace Gardens) acquired by Council in December 2015 (approx. 825m² of flat area above Boulcott Village and St Mary of the Angels).
- In addition officers are working on increasing the amount of open and green space in the Te Aro area in accordance with the Central City Framework and to provide for the inner city's increasing population and to make Wellington a more liveable city.
- Consultation has been carried out in accordance with the relevant legislation and more than the minimum requirements; including the placing of a physical public notice sign on site writing to the local residents association at the commencement of the consultation period.
- The encumbrance removal is subject to consultation and Council have the final decision as to removal. The owner is aware of this risk but has not considered the alternatives of not building over 100m² of the corner of 79 Dixon Street given the urban design outcomes incorporated. The owners would have to significantly re-work their plans and resource consent, if the encumbrance is retained on their title.
- The resource consent process is separate to the landowner process of encumbrance removal but the two are clearly tied together due to the urban design outcomes desired by Council along the Victoria Street frontage, which would be achieved by this proposal.

- The amount of compensation payable is confidential and its' release would compromise Council's current and ongoing commercial negotiations of this type with other parties. The amount of compensation being paid in this case does not appear to be material to the opposition to the removal of the encumbrance (noting that once submitter argued any associated compensation should be reinvested into more open space).

Options

25. The options are either to agree to discharge the encumbrance or not.
26. The consequences of not discharging the encumbrance is that the owners would need to do a redesign of their building which will likely involve building into the airspace above the encumbrance area, uncertainty around the urban design outcomes agreed to date, and achieving a less than desirable urban form outcome on the corner of Dixon Street and Victoria Street.

Next Actions

27. If a decision is made to discharge the encumbrance then officers will finalise an Agreement with the owners and arrange for discharge of the encumbrance.
28. A building will be constructed in accordance with the urban design outcomes agreed with the owner including a wider footpath along Victoria Street in their property.
29. Officers will continue to work on creating new central city open spaces to cater for the increasing population in the central city and make it more liveable.

Attachments

Attachment 1.	11 February 2016 Environment Committee PE report and Minutes	Page 113
Attachment 2.	27 February 2019 PE Council Minutes	Page 123
Attachment 3.	16 May 2019 CSC oral hearing report - all written submissions	Page 128

Authors	John Vriens, Senior Property Advisor Anna Harley, Manager City Design & Place Planning
Authoriser	Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation with the public has been carried out in accordance with section 138 of the Local Government Act 2002 (LGA) from 29 March to 29 April 2019 and included the following:

- Public Notice in the Dominion Post on 29 March 2019.
- Public notice and attachments on Council's website (have your say) for the notice period.
- Physical public notice sign on site.
- Emailing the local residents association (ICW) on 29 March and providing further information on 15 and 17 April 2019.

Treaty of Waitangi considerations

None.

Financial implications

The consultation and legal costs are relatively minor and will be more than offset by the consideration paid for the encumbrance removal.

Policy and legislative implications

Usually consultation under section 138 of the LGA is carried out when Council is disposing of its own land. In this case Council has an encumbrance interest in an area of privately owned land that has the appearance of, and is used in the manner of, a Park.

Risks / legal

Any agreement to remove the encumbrance will be prepared by Council's solicitors and is subject to Council approval and public consultation.

Climate Change impact and considerations

None

Communications Plan

Consultation under section 138 of the LGA has been undertaken as outlined in this report.

Health and Safety Impact considered

None.

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

ORDINARY MEETING

OF

ENVIRONMENT COMMITTEE

PUBLIC EXCLUDED MINUTES

Time: 09:15 am
Date: Thursday, 11 February 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

PRESENT

Mayor Wade-Brown
Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh
Councillor Pannett (Chair)
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

TABLE OF CONTENTS
11 FEBRUARY 2016

Business

Page No.

4. **Public Excluded**

5

4.1 **DISCHARGE OF ENCUMBRANCE**

5

Proactively released in accordance with the provisions of the
Local Government Information and Meetings Act 1987

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. Public Excluded

(Councillor Foster left the meeting at 11:56 am.)
(Councillor Foster returned to the meeting at 11:56 am.)
(Councillor Free left the meeting at 12:00 pm.)

4.1 DISCHARGE OF ENCUMBRANCE

Moved Mayor Wade-Brown, seconded Councillor Coughlan

Resolved

That the Environment Committee:

1. Receives the information.
2. Instructs Council Officers to undertake consultation in relation to the encumbrance area in accordance with section 138 of the Local Government Act 2002.
3. Recommends to the Council that it:
 - a) Approves the proposal to discharge the encumbrance, subject to the results of the section 138 Local Government Act 2002 consultation process.
 - b) Authorises Council Officers to finalise and give effect to the discharge of the encumbrance if no submissions opposing the proposed discharge of the encumbrance are received.

Carried

Moved Councillor Foster, seconded Councillor Lee

Resolved

Moved Councillor Foster, seconded Councillor Lee, the following amendment:

That the Environment Committee:

New 3 and move officers recommendation to 4.

3. Recommend to Council that the Urban Design team considers that there are urban designs reasons for some realignment of property boundaries along Victoria Street, and that the encumbrance removal should be subject to satisfactory resolution of those urban design issues.
4. b) Authorises Council Officers to finalise and give effect to the discharge of the encumbrance if no submissions opposing the proposed discharge of the encumbrance are received and urban design issues are satisfactorily resolved.

Carried

Moved Mayor Wade-Brown, seconded Councillor Coughlan

Resolved

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

That the Environment Committee:

1. Receives the information.
2. Instructs Council Officers to undertake consultation in relation to the encumbrance area in accordance with section 138 of the Local Government Act 2002.
3. Recommend to Council that the Urban Design team considers that there are urban designs reasons for some realignment of property boundaries along Victoria Street, and that the encumbrance removal should be subject to satisfactory resolution of those urban design issues.
4. Recommends to the Council that it:
 - a) Approves the proposal to discharge the encumbrance, subject to the results of the section 138 Local Government Act 2002 consultation process.
 - b) Authorises Council Officers to finalise and give effect to the discharge of the encumbrance if no submissions opposing the proposed discharge of the encumbrance are received and urban design issues are satisfactorily resolved.

Carried

(Councillor Eagle left the meeting at 12:13 pm.)
 (Councillor Ritchie left the meeting at 12:16 pm.)
 (Councillor Ritchie returned to the meeting at 12:17 pm.)
 (Councillor Sparrow left the meeting at 12:18 pm.)

The Public Excluded Session concluded at 12:27 pm.

Confirmed: _____
 Chair

Proactively released in accordance with the provisions of the Local Government Information and Meetings Act 1987

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

DISCHARGE OF ENCUMBRANCE

PUBLIC EXCLUDED

Grounds: Section s48(1)(a) - That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.

Reason: Section 7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Purpose

1. To obtain Council approval to consult with the public pursuant to section 138 of the Local Government Act 2002 (LGA) in relation to the discharge of an encumbrance.

Summary

2. Council has the benefit of a registered encumbrance in relation to an area of privately owned land (called the Land) for public garden and seating.
3. The Land measures 100m² and is highlighted blue in Attachment 1. It is situated on the corner of Victoria and Dixon Streets.
4. The owners of the Land have requested that Council effect a discharge of the encumbrance to enable the redevelopment of the wider property.
5. Discharge of this encumbrance and redevelopment of this site is supported by the Urban Design and Parks Business Units.
6. Compensation has been agreed by way of a valuation mediation process. This will result in a sum payable to the Council.
7. As the Land provides a public garden and seating area, but is not classified a reserve under the Reserves Act 1977, it is considered appropriate to consult the public pursuant to section 138 LGA.

Recommendations

That the Environment Committee:

1. Receives the information.
2. Instructs Council Officers to undertake consultation in relation to the encumbrance area in accordance with section 138 of the Local Government Act 2002.
3. Recommends to the Council that it:
 - a) Approves the proposal to discharge the encumbrance, subject to the results of the section 138 Local Government Act 2002 consultation process.
 - b) Authorises Council Officers to finalise and give effect to the discharge of the encumbrance if no submissions opposing the proposed discharge of the encumbrance are received.

Public Excluded Item 4.1

Background

4. The Land forms part of a larger property, adjoining the rear of the Farmers building, which was once in Council ownership.
5. In 1996 the Council sold the property subject to a registered encumbrance which required the owner to maintain a public garden and seating area on the Land.
6. With the recent upgrade of Victoria Street, other more suitable public areas have been developed. The Land is now better suited to redevelopment as part of the Whitireia complex.
7. The Land is proposed to be redeveloped as part of the wider Willis Bond project which is bounded by Cuba, Dixon and Victoria Streets.
8. The Land at 79 Dixon Street is no longer owned by Council. However, the provisions of the encumbrance require the owner to provide and maintain public seating and gardens. The area is used as a public space, in a manner consistent with a park.
9. S138 LGA states:

Restriction on disposal of parks (by sale or otherwise)

(1) A local authority proposing to sell or otherwise dispose of a park or part of a park must consult on the proposal before it sells or disposes of, or agrees to sell or dispose of, the park or part of the park.

(2) In this section,—

dispose of, in relation to a park, includes the granting of a lease for more than 6 months that has the effect of excluding or substantially interfering with the public's access to the park

park—

(a) means land acquired or used principally for community, recreational, environmental, cultural, or spiritual purposes; but

(b) does not include land that is held as a reserve, or part of a reserve, under the Reserves Act 1977.

10. Given the broad definition of a park, officers suggest Council adopts a conservative approach and consult prior to agreeing to discharge the encumbrance.
11. Given the transient use of the park by members of the public (passing by, temporarily seated), and the commensurate difficulty in determining specific users, newspaper advertising and signage is suggested. Previous legal advice has supported this approach elsewhere.

Discussion

12. The recent Victoria Street Transformation project (VTM) was designed and executed on the basis that the Land would be redeveloped and a building constructed onsite. This would provide a better interface between the building and street edge.
13. As part of the VTM project, additional seating and gardens were in order to mitigate the loss of garden and seating.
14. The owners of the Land have agreed to pay Council a significant sum for the discharge of the encumbrance. This figure was agreed between the parties via a valuation mediation process.

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Options

15. If the encumbrance were to remain in place, Willis Bond has suggested it could build in the airspace above the garden and seating area.

Next Actions

16. To undertake the public consultation pursuant to section 138 of the Local Government Act 2002 and report back to Council on any unresolved objections.
17. If there are no unresolved objections then the encumbrance will be discharged from the title of 79 Dixon Street for the agreed consideration.

Attachments

- Attachment 1. Encumbrance area bordered blue - 79 Dixon Street Page 77
Attachment 2. Photo - 79 Dixon Street Page 78

Author	John Vriens, Senior Property Advisor
Authoriser	Greg Orchard, Chief Operating Officer

Public Excluded Item 4.1

Proactively released in accordance with the provisions of the
Local Government Information and Meetings Act 1987

SUPPORTING INFORMATION

Consultation and Engagement

Consultation with the public will be carried out in accordance with section 138 of the Local Government Act 2002 in order to obtain their views.

Treaty of Waitangi considerations

None.

Financial implications

The consultation and legal costs involved are relatively minor and will be more than offset by the consideration paid for the encumbrance removal.

Policy and legislative implications

Usually consultation under section 138 of the LGA is carried out when Council is disposing its own land. In this case Council has an encumbrance interest in an area of privately owned land that has the appearance of, and is used in the manner of, a Park.

Risks / legal

The agreement to remove the encumbrance is prepared by Council's solicitors and is subject to Council approval and public consultation.

Climate Change impact and considerations

None

Communications Plan

Consultation under section 138 of the LGA and reporting back to Council as required.

Public Excluded Item 4.1

Proactively released in accordance with the provisions of the
Local Government Information and Meetings Act 1987

ENVIRONMENT COMMITTEE
11 FEBRUARY 2016

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Public Excluded Item 4.1 Attachment 1

Item 3.2 Attachment 1

Public Excluded Item 4.1 Attachment 2

Photo of 79 Dixon Street



Proactively released in accordance with the provisions of the Local Government Information Act 1987

COUNCIL
27 FEBRUARY 2019

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

PUBLIC EXCLUDED MINUTES

Time: 10:52am
Date: Wednesday, 27 February 2019
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

PRESENT

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Marsh
Councillor Pannett
Councillor Sparrow
Councillor Woolf
Councillor Young

Proactively released in accordance with the provisions of the
Local Government Information and Meetings Act 1987

COUNCIL
27 FEBRUARY 2019

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

TABLE OF CONTENTS
27 FEBRUARY 2019

Business	Page No.
4. Public Excluded	5
4.1 Public Excluded Report of the Environment Committee Meeting of 11 February 2016	5
DISCHARGE OF ENCUMBRANCE	5
4.2 Town Hall Strengthening Project Risk and Contingency Management	6

Proactively released in accordance with the provisions of the
Local Government Information and Meetings Act 1987

Proactively released in accordance with the provisions of the
Local Government Information and Meetings Act 1987

COUNCIL
27 FEBRUARY 2019

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. Public Excluded

4.1 Public Excluded Report of the Environment Committee Meeting of 11 February 2016

DISCHARGE OF ENCUMBRANCE

Moved Councillor Pannett, seconded Councillor Foster

Resolved

That the Council:

1. Notes that the Urban Design team considers that there are urban design reasons for some realignment of property boundaries along Victoria Street and that the encumbrance removal should be subject to satisfactory resolution of those urban design issues.
2. Approves the proposal to discharge the encumbrance, subject to the results of the section 138 Local Government Act 2002 consultation process.
3. Authorises Council Officers to finalise and give effect to the discharge of the encumbrance if no submissions opposing the proposed discharge of the encumbrance are received.

A division was required under Standing Order 3.18.6(d), voting on which was as follows:

For:

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Marsh
Councillor Pannett
Councillor Sparrow
Councillor Woolf
Councillor Young

Against:

Majority Vote: 14:0

Carried

**ORAL HEARING - PROPOSAL TO REMOVE ENCUMBRANCE
AT 79 DIXON STREET, TE ARO**

Purpose

1. The purpose of this report is to provide all submissions received and a list of submitters who will be attending and speaking at the oral hearing on the proposal to remove the encumbrance at 79 Dixon Street.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Hear the oral submissions and thank all submitters.

Background

2. Wellington City Council consulted on a proposal to remove an encumbrance registered over the privately owned property at 79 Dixon Street, Te Aro.
3. The owner has requested that the encumbrance be removed as it is intended the property will be redeveloped with a new building that is to be set back from the Victoria Street frontage. The new development is intended to align with Victoria Street and provide a wider public footpath along Victoria Street. This was a key objective as part of the Victoria Street Transformation project.
4. Submitters were offered the chance to orally submit in support of their submission. Attachment 1 is all of the eight submissions received from the consultation and attachment 2 is a schedule of two people due to speak to their submission. The consultation process ran from 29 March 2019 to 29 April 2019. The public notice that was posted on site is shown in attachment 3.

Next Actions

5. Following the oral hearing officers will consider the proposal and put forward a paper to the Committee on 13 June 2019 for a decision on the proposal.

Attachments

- Attachment 1. All submissions to proposal
Attachment 2. List of oral submitters
Attachment 3. Public notice

Author	John Vriens, Senior Property Advisor
Authoriser	Anna Harley, Manager City Design & Place Planning Andy Matthews, Chief Financial Officer

CITY STRATEGY COMMITTEE
16 MAY 2019

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

SUPPORTING INFORMATION

Engagement and Consultation

Consultation on the proposal ran from 29 March 2019 to 29 April 2019. All submissions will be considered before recommendations are made to the Committee.

Treaty of Waitangi considerations

Not applicable

Financial implications

Not applicable

Policy and legislative implications

Not applicable

Risks / legal

Not applicable

Climate Change impact and considerations

Not applicable

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable

██████████

I am making this submission as an individual.

I oppose the discharge of the encumbrance at 79 Dixon Street as there is so little green space in the city, particularly around this area. There also seems to be little commitment from WCC to ensure ample green space close to new developments.

1. I pass 79 Dixon Street area frequently and, even though it has not been well maintained, I note it is used regularly by workers having lunch or people just sitting in the full sun. A more appropriate design and greener layout would no doubt be even more appreciated.
2. Volunteer Park opposite is drab and cold. I have never seen it used and believe the artist drawings presented misrepresent the area.
3. There is a huge increase in high rise apartment buildings in this area (Victoria Street Stratum 3 x building complex and Willis & Bond development, 20 story Arrow development in Dixon Street, with possible one more). Not only this, there will also be an increase in office buildings. Therefore, a significant increase in the local resident and office population will make green space at 79 Dixon Street even more vital.
4. I believe the council has a responsibility to ensure the health and well-being of the residents is foremost in these types of decisions and in line with United Nations 'New Urban Agenda'. (*"13. We envisage cities and human settlements that: . . . (b) Are participatory, promote civic engagement, engender a sense of belonging and ownership among all their inhabitants, prioritize safe, inclusive, accessible, green and quality public spaces that are friendly for families, enhance social and intergenerational interactions, cultural expressions and political participation, as appropriate, and foster social cohesion, inclusion and safety in peaceful and pluralistic societies, where the needs of all inhabitants are met, recognizing the specific needs of those in vulnerable situations"*. p5)

And, according to the World Health Organisation ("Urban green spaces: a brief for action") *green spaces should be close to people; as follows:*

- *Establish street greenery, urban gardens and green trails in close vicinity to urban residents, and use public open spaces for greenery.*
 - *As a rule of thumb, urban residents should be able to access public green spaces of at least 0.5–1 hectare within 300 metres' linear distance (around 5 minutes' walk) of their homes.*
 - *Ensure access to urban green space of sufficient quality for all population groups and users (universal access).*
5. As there is not a reasonably sized public park in this area, it becomes even more crucial to retain every small green space we already have.

[REDACTED]

Consultation?

- I am concerned this consultation is merely a box ticking exercise as I note there was a WCC Environmental committee 11th Feb 2016 where “ 4.1: Encumbrance Removal - 79 Dixon Street, Te Aro” under “Public excluded” was discussed.
- I also note the application drawings show a building over the encumbrance area, and there is no reference to the encumbrance in the documentation.
- I recently read a document on the WCC website regarding the Victoria Street Transformation Project which indicated agreement had been reached with the developers regarding the encumbrance, but this document has since been removed from the WCC website and replaced with an update.
- Therefore, I question the authenticity in calling for submissions regarding the removal of the encumbrance, as all evidence I can find seems to indicate it maybe a foregone conclusion.



W.P. Armitage

[REDACTED]

Wellington 6011

24th April 2019

Proposal to remove an encumbrance

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

The Wellington City Council wants to hear your views on a request to remove an encumbrance registered over the privately owned property at 79 Dixon Street, Te Aro.

The owner has requested that the encumbrance be removed as it is intended the property will be redeveloped with a new building that is to be set back from the Victoria Street frontage. The new development is intended to align with Victoria Street and provide a wider public footpath along Victoria Street.

In accordance with section 138 of the Local Government Act 2002, the Council is seeking feedback on the proposed discharge of encumbrance. For more information, please contact john.vriens@wcc.govt.nz or phone 801 3246. You can provide your feedback online at wcc.govt.nz/have-your-say, email your thoughts to john.vriens@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm Monday 29 April.**

Privacy statement - what we do with your personal information

All submissions (including names and contact details) are provided in their entirety to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Section 1 - your details

Your name*: Maia Solomon
Your email or postal address*: [REDACTED]
You are making this submission <input type="checkbox"/> as an individual <input type="checkbox"/> on behalf of an organisation. Your organisation's name*

*mandatory field

Section 2 - questions about the proposal to remove an encumbrance.

<p>Do you have any comments on the proposal to remove the encumbrance at 79 Dixon Street, Te Aro?</p> <p>I support the proposal to remove the encumbrance at 79 Dixon Street.</p> <p>I wholeheartedly support this proposal because I believe the proposed development above 79 Dixon Street and along Victoria Street to be a vast improvement on the present situation. This development will bring new workers, residents, and shops to an area of the city that has long been neglected and will service an area that is rapidly changing.</p> <p>I do not think that the survival of this "park" (and I am hesitant to label it as such) should come at the expense of this development which will create a new, exciting city precinct that will enliven the surrounding area and city overall.</p> <p>Confidently I state that I will not miss this park even though on paper it means the loss of public space. This is because I believe one needs to weigh up the benefits of the development (which I consider to be ample) with the benefits of retaining the park (which I consider to be negligible). My view is that the retention of this park is of no conceivable benefit to the city and that we should not confuse the virtue of maintaining space for use by the public with the need to maintain poorly performing space that would be better developed and used as part of the built environment – which is also an important part of our city. Furthermore, it would be unjust to maintain such a poorly performing and dejected space at the expense of the vast improvement the development will bring - therefore, It would be to the detriment of the city if this park was maintained and the development denied.</p> <p>At present the park is an unused and unloved space: the proposed development will improve the whole city block to an extent that is beyond the hope of the park replicating in the case of its retention.</p>

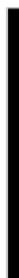
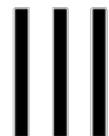
3



1st fold here - fasten here once folded

2nd fold here

Free Post WCC
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FREEPOST 2199
Property Services – J Vriens 226
Wellington City Council
PO Box 2199
Wellington 6140





Name:	Geraldine Murphy, Deputy Chair
Email/phone number	innercitywellington@gmail.com ; [REDACTED]
On behalf of an organisation	Inner City Wellington
We want to speak to all Councillors at the Committee Meeting and ask to be notified when the paper is being submitted to the Committee	

Proposal to remove encumbrance at 79 Dixon St, Te Aro

1. Inner City Wellington (ICW) does not support the removal of the encumbrance for the following reasons:
 - a. There is a need for parks, open space, green space in sunny areas in the inner city
 - b. The process implies a lack of commitment to true engagement as the resource consent approval is not subject to the outcome of the consultation process.

Need for parks, open space, green space in sunny areas in the inner city

2. The pocket park provides a northwest facing park for residents, workers and the public.
 - a. On a recent Monday around midday, all but one of the seats were in use, while no-one was sitting in the shady Volunteer Corner inner city park. Even with an ugly raised bed of aggregate, the area in question is well-used.
 - b. On 15th April around 2pm the park in question was in sun, while Volunteer Corner was in shade ...



- c. At 4pm on Good Friday, the sun was shining down Dixon St covering four seats in the park (with one person sitting in the sun), while the park area on the opposite corner was in shade.
3. Despite the 'inner city park' notation on the 2014 Victoria St Transformation Project graphics of the area on the corner of Vivian St and the reference to 'new green spaces' in section 2.4 of the resource consent application, the reality is an expansive concrete footpath, well used by skateboarders, with numerous trees and benches but no seats with backs on them. Furthermore, the almost certain development of the carpark/market space opposite this area will remove the sun that currently accesses that area, unless the development is kept to below 3 storeys.

4. The pictures used for the Transformation Project did not transfer into reality and does not replace a park with a north-west aspect that gets sun to late afternoon – with little likelihood of this being built out. The proposed development of this site appears to give more importance to shop frontages having sun than places for people to sit and relax.
5. The removal of the small park is counter to the intent of the Central City Framework – Areas of Opportunity – Open spaces (pg 52) – see extract below. The area in question should be a small green space that would be ideal as a ‘place to reflect’ sitting in the sun – Volunteer Corner does not achieve that, nor does the expanse of concrete further down Victoria St.

This framework aims to introduce more green spaces – places to reflect, relax, kick a ball, play with the kids. These spaces include small parks, green roofs and green links. These will be introduced when we upgrade streets, when areas are revitalised, and when developers and building owners recognise that tenants value such spaces.

6. The site of the current park needs to be retained, and ideally expanded, as intended in the Victoria St Transformation Project (see 2.4 in the Resource Consent application). The park should be maintained by the Council. The development of Denton Park should be the exemplar for other pocket parks and new developments.

Process that has been followed

7. ICW is concerned that the decision to remove the encumbrance has already been made and the consultation is a matter of process not substance.
8. The resource consent for the development was issued in December 2016 with no conditions attached stating it was subject to the outcomes of the consultation process for the removal of the encumbrance. This is despite a 2014 public-excluded report noting that consultation would be required.
9. The development application document (submitted in Sept 2016) reflects discussions with WCC and refers to:
 - a. ‘Southern Victoria St is ready for redevelopment and revitalisation as an inner-city neighbourhood, with quality residential buildings, and space for shops and small business offices. This change in use ... along with new green spaces....’ (section 2.4)
 - b. Potential for off-site mitigation measures, including possible additional planting or structures in the small ‘pocket park’ (Volunteer Corner) on the opposite side of Victoria St (para 8) ... acknowledging ‘Council desire to achieve a significant corner building ... (to reinforce the ... ‘transformation’)
10. The Council’s decision report only sets conditions related to off-site wind mitigation in Volunteer Corner. This implies that the role of Volunteer Corner ‘inner city park’, which is in shade from a large tree for much of the day, is now to mitigate the wind created by the new development, and there is no information on how this will be remedied and the public will have no say on this.
11. The Environment Committee public-excluded meeting in February 2016 approved:
 - a. the proposal to discharge the encumbrance subject to the results of the s138 Local Government Act 2002 consultation process, and

- b. authorises officers to finalise and give effect to the discharge of the encumbrance if no submissions opposing the proposed discharge of the encumbrance are received and urban design issues are satisfactorily resolved.
12. The public-excluded meeting paper states as a next action 'to undertake public consultation ... and if there are *no unresolved objections* then the encumbrance will be discharged ... for the agreed consideration' [emphasis added].
13. The paper includes an option if the encumbrance remains in place, which is 'Willis Bond has suggested that it could build in the airspace above the garden and seating area'. There is no analysis in the paper of the pros/cons of this option. This option has not been mentioned or canvassed in the consultation document as the proposal is driven by 'urban design reasons for some realignment of property boundaries along Victoria St and that the encumbrance removal should be subject to satisfactory resolution of those urban design issues' and Council's desire to have a 'significant corner building' (Rec 2 in public-excluded paper).

In summary ...

14. ICW questions the Council's commitment to:
- a. new green spaces in this area (as outlined above in the extract of the Victoria St Transformation Project) if it considers this is met by the small patch of grass under the tree at Volunteer Corner
 - b. true consultation when the resource consent decision does not refer to the consultation requirement
 - c. creating a people-centred inner city rather than one driven by urban design niceties of alignment of boundaries and having significant corner buildings.

26 April 2019

Proposal to remove an encumbrance

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The Wellington City Council wants to hear your views on a request to remove an encumbrance registered over the privately owned property at 79 Dixon Street, Te Aro.

The owner has requested that the encumbrance be removed as it is intended the property will be redeveloped with a new building that is to be set back from the Victoria Street frontage. The new development is intended to align with Victoria Street and provide a wider public footpath along Victoria Street.

In accordance with section 138 of the Local Government Act 2002, the Council is seeking feedback on the proposed discharge of encumbrance. For more information, please contact john.vriens@wcc.govt.nz or phone 801 3246. You can provide your feedback online at wcc.govt.nz/have-your-say, email your thoughts to john.vriens@wcc.govt.nz or post this form to us (no stamp needed). **Tell us what you think by 5pm Monday 29 April.**

Privacy statement - what we do with your personal information

All submissions (including names and contact details) are provided in their entirety to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Section 1 - your details

Your name*: <i>Robyn Galtsmith</i>
Your email or postal address*: [REDACTED]
You are making this submission <input checked="" type="checkbox"/> as an individual <input type="checkbox"/> on behalf of an organisation. Your organisation's name*

*mandatory field

Section 2 - questions about the proposal to remove an encumbrance.

Do you have any comments on the proposal to remove the encumbrance at 79 Dixon Street, Te Aro? <i>I have worked at 175 Victoria St for six years, and had ample opportunity to observe how people use both Volunteer's corner and the opposite corner under discussion. I'll call this 'the encumbrance'. The encumbrance is used far more than Volunteer's corner, and I believe this is for the following reasons: • It has shelter from both south and east • There is a lot more seating, and all the benches have backs on them • It retains the sun for longer during the day. • The space feels more demarcated and contained. Volunteer's corner is a pleasant space on a hot day, but is very open and exposed on a street which often</i>
--

acts as a wind tunnel. If you are going to remove the more popular seating area, is it possible to adjust Volunteer's corner to make it more sheltered? And perhaps increase bench seating? The wall/bench seating currently there has a somewhat over-casual quality, fine for a brief conversation but not so good for a construction worker on lunch break. People get weary.

Thanks for considering this submission. I'm happy to talk further if anyone is at all interested.

Kind regards, Robyn Goldsmith

000311

1st fold here - fasten here once folded

2nd fold here

Free Post WCC

**Absolutely Positively
Wellington City Council**

Me Heke Kī Pōneke



FREEPOST 2199
Property Services - J Vriens 226
Wellington City Council
PO Box 2199
Wellington 6140

Subject: RE: 79 Dixon St encumbrance - submission from Shona Butterfield 25 April 2019

From: Shona Butterfield [REDACTED]
Sent: Thursday, 25 April 2019 1:31 p.m.
To: John Vriens
Subject: 79 Dixon St encumbrance - submission from Shona Butterfield 25 April 2019

Discharge of the encumbrance at 79 Dixon Street - Submission

I am making this submission as an individual

I have just learned about this proposed discharge of the encumbrance at 79 Dixon Street and I am **OPPOSED** to it. I use the seats in this space to sit in the sun when I am in that part of town despite the horrible mound of concrete in front which would be so much better in lawn, particularly given the lack of green space in the area. Also, Volunteer Park opposite will be even less inviting as it will be so much more enclosed and shaded. And there are no seats or shelter there.

I find it difficult to understand how the WCC can continue to consent to apartment buildings with no community space around. Quite apart from the important green space aspect, it is getting more and more difficult to see where the increased number of people can gather when fire alarms go off or there is any need to evacuate buildings. Ground space is important too.

In my view the encumbrance should not be discharged, the seating should be retained and the mound of concrete replaced with lawn.

Shona Butterfield
[REDACTED]
WELLINGTON 6011

25 April 2019

[REDACTED]

To: John Vriens
Subject: RE: Submission on Proposal to Discharge Encumbrance - 79 Dixon Street, Te Aro, Wellington City

From: Jimmy C [REDACTED]
Sent: Monday, 29 April 2019 4:11 p.m.
To: John Vriens
Subject: Submission on Proposal to Discharge Encumbrance - 79 Dixon Street, Te Aro, Wellington City

Good afternoon John,

Thank you for your time on the phone earlier.

Please find below my submission to the Wellington City Council City Strategy Committee about the above proposal.

Kind regards,

James Cunningham

Details of Submission

Name, postal address, telephone number and email address

- James Cunningham, PO Box 10112, The Terrace, Wellington 6143
- Telephone: [REDACTED]
- Email address: [REDACTED]

Details of the proposal I am submitting on

- Proposal to Discharge Encumbrance - 79 Dixon Street, Te Aro, Wellington City

Whether I support or oppose the proposal

- I oppose the proposal.

What aspects of the proposal I am neutral towards (if any)

- This is not applicable – one can either support the proposal to discharge the encumbrance, or oppose the proposal. I oppose it.

My submission statement, with reasons.

- I have been a property owner and ratepayer in Wellington since 1996, and have lived in Wellington City for much of my adult life.

- The current encumbrance, which enables the general public to enjoy the area as public garden and seating at all times, exists for the benefit of all citizens and visitors to Wellington, who choose to make use of the small “pocket park”. I understand it has been in place since 1996.
- This “pocket park” is on the much sunnier side of Victoria Street. This means it is of greater benefit and receives much higher usage than the alternative so-called “replacement” park across the road on the other side of Victoria Street. Sun on the so-called “replacement” park is much more obstructed by many buildings to the north and west in the afternoon (all year) and early evening (in the summer). I have observed that the existing “pocket park” is well used by citizens and visitors to Wellington, and have used it on many occasions myself over the last 20+ years.
- The existing “pocket park” is consistent with encouraging pedestrians and enables pedestrians (especially elderly and disabled persons) to stop and rest if they are walking up or in the vicinity of Dixon and Victoria Streets. Its removal would be especially discriminatory against elderly and disabled persons.
- The existing sunnier “pocket park” makes Wellington a more liveable city.
- Very little information has been provided by the Council justifying the reasons for discharging the encumbrance.
- Removal of the encumbrance involves a transfer of public amenity value to a private property owner. This is likely to result in a potentially large transfer of property value to the owner of 79 Dixon Street, Te Aro. I understand that some monetary compensation is to be paid to the Wellington City Council for this transfer in value, but the amount is not disclosed. This makes it difficult for a ratepayer, such as me, to assess whether this proposal is reasonable and whether the level of compensation to be paid is sufficient to justify the removal of the encumbrance.
- I submit that the proposed level of compensation should be publicly disclosed, including full details of the valuation methodology used and the detailed calculations applied in determining the proposed level.
- I respectfully request that the Council’s City Strategy Committee should decline this proposal as it is not in the interests of the ratepayers and citizens of Wellington, nor visitors to Wellington. If it is not willing to decline the proposal, then it should, at the minimum, require a much stronger justification for why the existing encumbrance should be removed and then consult further with the public about this.
- Finally, if the Council’s City Strategy Committee decides to immediately approve this proposal (as is its prerogative), then I consider that any compensation paid should be reinvested into other parks in Te Aro or its vicinity and the amount involved should be transparently disclosed to Wellington’s ratepayers.

Thank you for considering my submission.

James Cunningham

29 April 2019

[REDACTED]

To: John Vriens
Subject: RE: Oppose reduction in green space at 79 Dixon Street, Te Aro.

-----Original Message-----

From: Andrew Bartlett [REDACTED]
Sent: Saturday, 27 April 2019 9:56 p.m.
To: John Vriens
Subject: Oppose reduction in green space at 79 Dixon Street, Te Aro.

Submission as an individual

Despite the claim in the documentation I don't see the supporting material to indicate that the pocket park was in some way a trade-off for the volunteer corner park.

Likewise, if the council would desire a larger footpath in this area it could be achieved by the removal of on-street parking in the vicinity, (and which would also allow the protection of the cycle lane, even better).

Therefore this is a trade off of parking against green space, and parking is a much lower value use of scant inner-city land.

I therefore OPPOSE the proposal.

Andrew Bartlett

[REDACTED]

To: John Vriens
Subject: RE: Proposal to Discharge Encumbrance - 79 Dixon Street, Te Aro

From: Peter Barber [REDACTED]
Sent: Saturday, 27 April 2019 8:51 a.m.
To: John Vriens
Subject: Proposal to Discharge Encumbrance - 79 Dixon Street, Te Aro

Please retain the encumbrance at 79 Dixon. These little pockets of greenery are part of Wellingtons charm.

cheers

Peter Barber
[REDACTED]

Sent from my Moto G5s

PROPOSAL TO DISCHARGE ENCUMBRANCE - 79 DIXON STREET

Wellington City Council is considering a request to remove an encumbrance registered over the privately owned property at 79 Dixon Street, Te Aro.

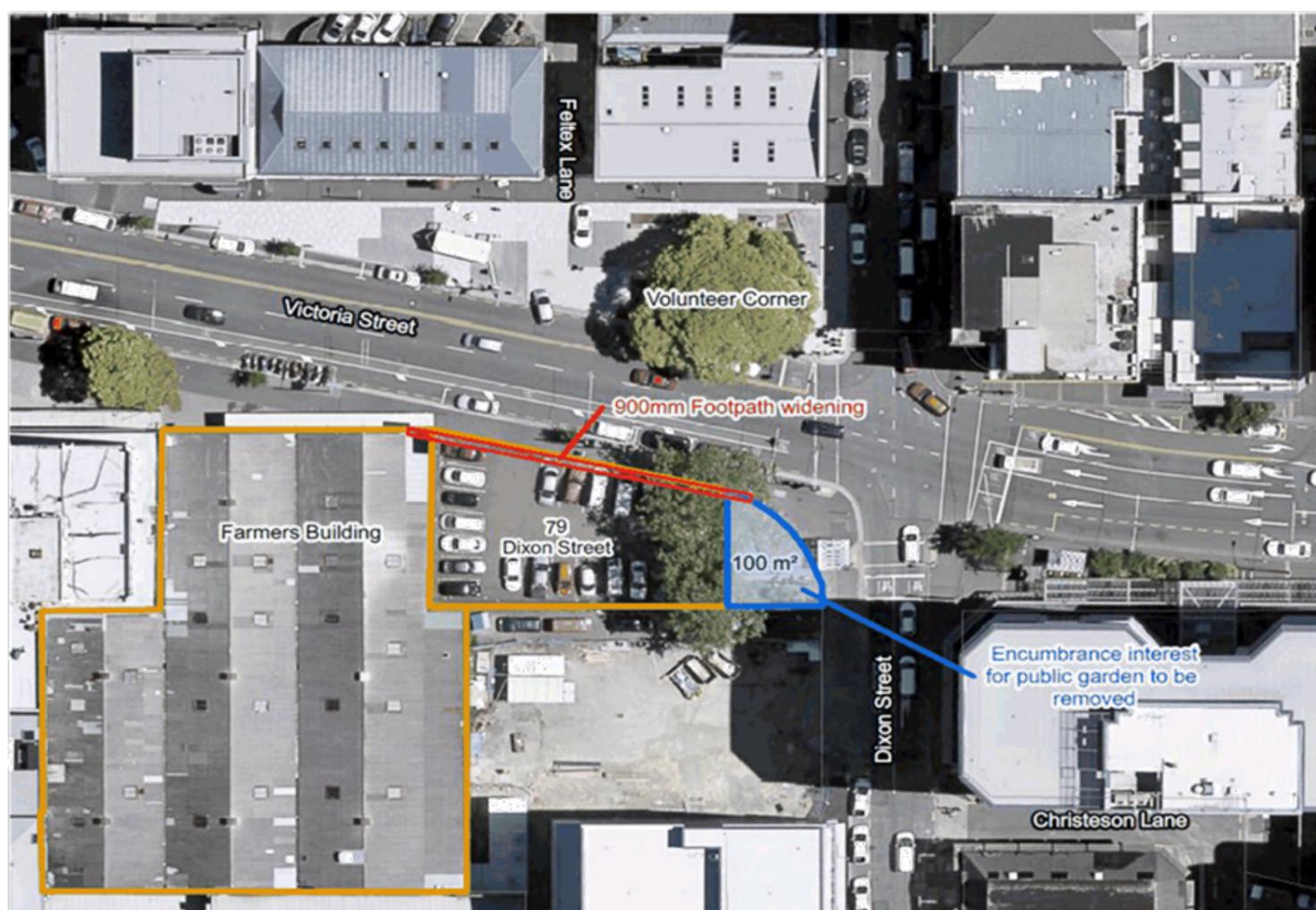
The encumbrance requires that the area of 100m² outlined blue in the aerial below is maintained by the property owner and is to permit the Council and general public to enjoy the area as public garden and seating at all times. The area is currently occupied by a small 'pocket park' containing seating and a small garden and is on the south eastern corner of Dixon and Victoria Streets. The owner has requested that the encumbrance be removed as it is intended the property will be redeveloped with a new building that is to be set back from the Victoria Street frontage (in the general vicinity of the Wilson carpark and former Farmers department store). The new development is intended to align with Victoria Street and provide a wider public footpath along Victoria Street.

The building development and potential removal of the encumbrance was anticipated by Council as part of the Victoria Street Transformation Project completed in 2015. At that same time the new inner city park on Volunteer corner was created (directly opposite the encumbrance area on the south western corner of Dixon and Victoria Streets, Te Aro).

In accordance with section 138 of the Local Government Act 2002, the Council is seeking feedback on the proposed discharge of encumbrance. If you require more information, please contact John Vriens on 801 3246 or john.vriens@wcc.govt.nz.

Submissions can be made online in the Have your say/Public input section of our website www.Wellington.govt.nz, or by email or post to John Vriens, Wellington City Council, P.O. Box 2199, Wellington. Any submissions received will be considered by the Council's City Strategy Committee. Please indicate in your submission whether you wish to be heard.

Submissions are required by 5pm, Monday 29 April 2019.



REPORTING BACK ON THE LEISURECARD REVIEW

Purpose

1. This report asks the City Strategy Committee to agree to proposed changes to the LeisureCard scheme.

Summary

2. The LeisureCard scheme started as “*Passport for Leisure*” in the late 1980s to discount Wellington City Council recreation facilities for Community Services Card (CSC) holders. In November 2018, the City Strategy Committee approved a scope for review of the Scheme (Attachment 1).
3. The review’s purpose was to assess the effectiveness of the LeisureCard and recommend changes/improvements that increase the impact of the scheme and increase utilisation of Council’s facilities by marginalised and hard-to-reach groups for whom cost is a barrier.
4. This paper presents the findings of the review and makes recommendations to improve the LeisureCard scheme, specifically around eligibility, discounts, and partnerships.
5. There are currently six Eligibility Groups for the LeisureCard scheme. The review recommends extending eligibility to three new groups: former refugees, Housing New Zealand and other community housing tenants, and people living in high deprivation or with mental health conditions who are receiving support from non-governmental organisations (NGO’s) or other support agencies. In addition the review recommends extending the validation period of the card from one to two years.
6. The review found that while cost is not a significant barrier for most SuperGold Card holders, remaining active is central to maintaining independence for older people. In addition it found that a high number of SuperGold Card holders are not currently Leisure Card members and are therefore not receiving a discount. This is due, in part, to the need to obtain an additional card. Accordingly the review recommends the introduction of a standard 20% SuperGold Card discount outside of the scheme and grandparenting the existing SuperGold Card Eligibility Group from the Scheme over a period of two years. The Scheme would continue to offer LeisureCard membership and the full range of discounts to *SuperGold+CSC ‘combo card’* holders who would be eligible to apply under the CSC Eligibility Group.
7. The review identified that the Residents Visa Eligibility Group did not effectively reach former refugee communities as was originally intended. Accordingly it recommends grandparenting the Residents Visa Eligibility Group from the Scheme and instead working in partnership with refugee support agencies to offer free access to pools and recreation facilities, for families as they resettle in Wellington.
8. The review found that cost is a barrier to participation for tertiary students and that a high number are eligible for CSC, and therefore a LeisureCard, but most do not apply due to the significant administrative barrier to applying. Research suggests there is a significant drop-off in recreation participation between secondary and tertiary education, and that this can lead to negative health outcomes. Accordingly the review recommends introducing a standard 20% student discount outside of the Scheme.

9. Currently the LeisureCard provides discounts at Wellington City recreation facilities, libraries and the Berhampore Golf Course. The review identified an opportunity to extend the Scheme to other Wellington organisations as a mechanism to offer discounts to people for whom cost is a barrier.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes the resolution approved by the City Strategy Committee on 8 November 2018 in regards to the scope of the LeisureCard review (Attachment 1).
3. Agrees to the recommendations for improving the LeisureCard scheme contained in this report and summarised in (Attachment 2).
4. Notes that Officers will review the LeisureCard Scheme after two years and report back to Council on the impact of the proposed changes to the scheme.
5. Notes that the recommended changes will be largely cost neutral and that any impact on the Revenue and Financing Policy would be included in the R&F Papers during the next Long Term Plan.

Background

10. The LeisureCard scheme began in the late 1980s under the name '*Passport for Leisure*'. The purpose was to reduce cost as a barrier to participation in recreation. In the early years the Scheme was focused on providing discounts to Wellington City Council recreation facilities for people with Community Services Cards only.
11. In 2008 the Strategy and Policy Committee voted to extend the Scheme to include Green Prescription (GRx) referrals, mental health service consumers, people with physical disabilities, former refugees and asylum seekers, and super-annuitants. Note that super-annuitants were to be restricted to off-peak times only in-line with the free SuperGold bus times. At this time the scheme was rebranded the '*LeisureCard*'.
12. Council made a commitment in the 2018-28 Long Term Plan to review the Scheme in order to increase utilisation of Council's recreational facilities by marginalised and hard-to-reach groups.
13. On 8 November 2018 the City Strategy Committee approved the scope of the review (see attachment 1). The scope included eight themes: eligibility, uptake, discounts, product/customer journey, partnerships/incentives, reporting processes, accountability, and cost to business.
14. The purpose of the review was to assess the effectiveness of the LeisureCard and explore options to improve the impact of the Scheme. The review also considered whether providing a discount card was the best way to achieve the Scheme's objectives of increased participation in recreation for marginalised and hard-to-reach groups.
15. The review consisted of the following components:

- Literature review to understand national and international trends;
- comprehensive survey of members (862 responses);
- analysis of data from the PSR Membership and Bookings system to understand usage and uptake;
- customer journey mapping through face-to-face interviews with members from different Eligibility Groups;
- phone interviews with existing LeisureCard members;
- staff interviews to understand business processes that underpin the customer journey;
- stakeholder feedback, including informal stakeholder meetings and formal written feedback.

16. The current Eligibility Groups for the LeisureCard are:

Eligibility Group	Type of membership	Validity period of membership
People living with a permanent disability	Individual	No expiry
Green Prescription (GRx) clients	Individual	1 year
SuperGold Card holders	Individual	No expiry
Community Services Card holders	Household	1 year
Residents Visa holders	Household	1 year
City Housing tenants	Household	1 year

17. Prospective members from all Eligibility Groups have to apply for a LeisureCard and show proof of eligibility and address. The review found that the application process for all Eligibility Groups is cumbersome and can be a barrier to participation in itself.
18. Currently there are c.10,000 Leisure Card Holders in Wellington, which represents about 4.5% of the Wellington city population.
19. The Scheme currently provides the following discounts at Wellington City Council facilities:
- Pools – 50% discount on general entry and 20% discount on swimming lessons
 - Recreation Centres – 50% discount on general entry and up to 20% discount on programmes
 - Club Active gym – 20% discount on gym memberships
 - Wellington City Libraries – 50% discount on all reserves, CD and DVD loans.
- The Scheme also provides a 25% discount for a round of golf at Berhampore Golf Course.
20. The findings of the review are reported in the Discussion section below and 22 recommendations are made regarding the eligibility criteria for the LeisureCard, discounts offered and the development of partnerships with NGO's and support agencies to better reach marginalised and hard-to-reach groups.

Discussion

21. The following points set out the findings of the review and recommendations to re-model the Scheme under each of the Eligibility Groups.

22. The current LeisureCard scheme Eligibility Groups are:



COMMUNITY SERVICES CARD (CSC)

23. The Community Services Card (CSC) is administered by the Ministry of Social Development (MSD) and is designed to help with healthcare costs. It has income-assessed eligibility criteria, although some people who receive a benefit or payment from Work and Income NZ may automatically be sent a card. Anyone with a CSC who lives in Wellington City is eligible for the LeisureCard. CSC Leisure Cards can be used by all members of a household and are valid for 1 year.
24. There are approximately 26,000 CSC holders in Wellington City (source: Ministry of Social Development). Of those, 3,100 (11.9%) are members of the LeisureCard scheme. The CSC Eligibility Group represents 33% of the LeisureCard scheme's total members.
25. Interviews with LeisureCard members in the CSC Eligibility Group found there is high motivation to get through the administrative barriers of the CSC application process, as well as the LeisureCard application process. The review also found that the LeisureCard makes a significant impact in reducing the cost barrier to participation for the CSC Eligibility Group.
26. The survey of existing LeisureCard holders found that 65% (2,015 people) of the CSC Eligibility Group have been a member for over a year, and 1,054 have been a member for over three years. These findings suggest that people from the CSC Eligibility Group value the LeisureCard and the participation opportunities it provides. As such, it is recommended extending the validation period to two years.
27. Some interviewees from the CSC Eligibility Group advised that there is a sense of stigma to showing their CSC in order to get a discount, however there is not a stigma to carrying and showing a LeisureCard. For this reason, this report recommends retaining CSC as an Eligibility Group within the LeisureCard Scheme rather than simply allowing CSC holders to receive a discount upon presentation of their CSC. This also means that the scheme remains targeted at Wellington City Residents.
28. Notwithstanding the above, it is recognised that some of the areas of highest deprivation within the wider Wellington region fall outside of Wellington City. The review found that Tawa Pool in particular is the most convenient facility for some residents of Porirua, including many who may have cost as a barrier. For this reason the report recommends offering a 20% standard discount for CSC card holders on general entry to pools and recreation centres, on swimming lessons, and on recreation centre programmes to support people for whom cost is a barrier who live outside Wellington

City. It is noted that Wellington City CSC holders who choose not to apply for a LeisureCard will also be eligible for this discount rather than the full range of LeisureCard discounts.

29. Most students in tertiary education are eligible for the CSC but there is low awareness of this and, subsequently, low awareness of their eligibility for the LeisureCard.
30. Stakeholders from both Victoria and Massey Universities advised that the application process for CSC creates a high administrative barrier and most students will not apply for a CSC. Additionally stakeholders reported that studying in Wellington is expensive relative to other cities, particularly due to the high cost of accommodation, and cost therefore, is a significant barrier to recreation for students in Wellington. Whilst both universities have affordable gym services for their students, neither university has swimming facilities.
31. Recent research from Sport New Zealand (Active NZ Survey, 2017) shows there is a significant reduction in sport participation from age 15 onwards and one of the key drop-off areas is the transition between secondary and tertiary education, at around the 17-18 age group.
32. Interviews with the CSC Eligibility Group and staff revealed frustration at there being no warning of when the LeisureCard is due to expire and no advice on how to renew the card.
33. **Recommendation:** Extend the validation period of the CSC Eligibility Group to two years.
34. **Recommendation:** Provide a 20% student discount outside of the LeisureCard scheme for tertiary students, on general entry to pools and recreation centres, applicable upon presentation of a valid student card.
35. **Recommendation:** Remove the 20% student discount on Club Active memberships and grandparent existing student memberships.
36. **Recommendation:** Provide a 20% discount outside of the LeisureCard scheme for CSC holders, on general entry to pools and recreation centres, on swimming lessons, and on recreation centre programmes, applicable upon presentation of a valid CSC.
37. **Recommendation:** Make renewing a LeisureCard easier for the CSC Eligibility Group by revising the renewal process and removing barriers around having to reapply.

CITY HOUSING TENANTS

38. Wellington City Council provides affordable housing for people with low incomes and/or special housing needs. The focus is on single people and small families, particularly: older people, former refugees and migrants, people with mental health issues, people with physical disabilities and people disadvantaged in other ways. City Housing tenant LeisureCards can be used by all members of a household and are valid for 1 year.
39. There are 1,800 City Housing households in Wellington city with approximately 3,600 tenants. Of the 1,800 households, only 99 (5.5%) are currently members of the LeisureCard scheme, which makes up 1% of the Scheme's membership total.
40. The annual City Housing Tenant Survey in 2018 revealed that only 45% of tenants are aware they are eligible for the LeisureCard.

41. A pilot project between PSR and City Housing in 2018 investigated the recreational goals of new City Housing tenants at the routine 6-week welcome visit once they had settled in their home. It found that many tenants faced multiple barriers to participation such as language, transport, and confidence. It also found that recreation was a low priority compared to immediate concerns around basic needs. However, some tenants did express an interest in the LeisureCard and wanted to know more.
42. The review found that for the small number of tenants who are members of the LeisureCard Scheme, the card has a significant impact on reducing the cost barrier to participation and they were significantly more likely to use a WCC facility if they had the Card.
43. The review also found that 88% of tenants stay in City Housing beyond their first year and the average length of tenancy is 6 years. Consequently City Housing tenants have to reapply for their LeisureCard many times; resulting in another administrative barrier for tenants to overcome. For this reason, this paper recommends extending the validation period to two years.
44. **Recommendation:** Work with the City Housing Business Unit to automatically issue the LeisureCard to City Housing tenants upon sign-up with City Housing.
45. **Recommendation:** Extend the validation period of the City Housing Eligibility Group to two years and automatically renew if they are still a tenant after this time. Ensure that if a tenant leaves City Housing, their LeisureCard is renewed for another two years from the date of departure, to ease the life transition.
46. **Recommendation:** Work with the City Housing Business Unit to increase tenants' awareness of the LeisureCard and their confidence with using Council's facilities.

GREEN PRESCRIPTION HOLDERS

47. Green Prescription (GRx) is a 3-6 month health and lifestyle intervention led by the Healthy Lifestyles Team at Sport Wellington. GPs refer patients to the programme which prioritises adults who are ready to make lifestyle changes with one or more of the following: pre-diabetes (priority), high blood pressure, high cholesterol, weight concerns, mental illness.
48. Sport Wellington has capacity for 1,200 GRx referrals across the Wellington region annually. The number of referrals in Wellington city may vary from 250 to 500 at any one time. Currently 247 LeisureCard members are from the GRx Eligibility Group. GRx Leisure Card memberships are individual memberships and are valid for 1 year.
49. 58% of the GRx Eligibility Group have been a LeisureCard member for over a year. People in this Eligibility Group often return to their GP to get repeat GRx referrals in order to keep accessing the recreation opportunities offered by the LeisureCard. Sport Wellington advise that this is causing confusion amongst GPs who think that GRx and the LeisureCard are the same thing. Sport Wellington has put communications out to GPs in Wellington city in April 2018 advising of the differences between the two programmes.
50. Sport Wellington advise that repeat GRx referrals means that the programme is over capacity and consequently there is now a waiting list of approximately 30 people.

51. **Recommendation:** Partner with Sport Wellington to automatically issue the LeisureCard to GRx members and those on the current GRx waiting list. Extend the validation period to two years.
52. **Recommendation:** Investigate ways to incentivise positive habit-building of people in the GRx Eligibility Group and work with Sport Wellington to align the objectives of both the LeisureCard and GRx schemes.

PEOPLE WITH A PERMANENT DISABILITY

53. Currently only 353 LeisureCard members are from the Permanent Disability Eligibility Group. Permanent Disability Leisure Card memberships are individual memberships with no expiry date.
54. *Sport New Zealand's 'Active NZ Spotlight on Disability'* report states that "socioeconomic status and disability are inextricably linked – disabled adults are more likely to be unemployed or on a low income." The report also advised that people living with a disability are more likely to have mental health issues and less likely to have a formal qualification. Consequently people living with a disability face multiple barriers to accessing recreation.
55. The review found that some members joined the LeisureCard scheme through the GRx or CSC Eligibility Groups and then upon expiry of their card after a year, and with increased awareness of the eligibility criteria of the scheme, they joined under the Permanent Disability Eligibility Group. This highlights the low awareness of the eligibility to the Scheme among people who have permanent disabilities.
56. The review highlighted that while there is low uptake of the LeisureCard from people in the Permanent Disability Eligibility Group they access the facilities frequently as often swimming or warm water can help relieve pain. Stakeholders also advised that parents of children with a disability are often unaware that they can apply on their child's behalf.
57. The review found that while facilities regularly allow free entry for support people or carers accompanying clients with a permanent disability, there is no current policy on this.
58. **Recommendation:** Work with stakeholders in the Permanent Disability Eligibility Group to raise awareness of the Scheme, especially those that work with young people.
59. **Recommendation:** Formalise the existing practice of providing free access to facilities for carers supporting a LeisureCard member with a disability.

SUPERGOLD CARD HOLDERS

60. The SuperGold Card is automatically available to New Zealand super-annuitants when granted NZ Super, Veteran's Pension, or a main benefit at age 65 or over.
61. When a super-annuitant applies for their SuperGold Card they can apply for a CSC at the same time if they meet the eligibility criteria. If their total annual income, including their NZ Super, falls below the CSC NZ Super thresholds they will then receive a *SuperGold Card+CSC 'combo card'*. This card looks like a SuperGold Card but has a 'CSC' embossed on the back (as shown on the right below).



STANDARD SUPERGOLD CARD



SUPERGOLD+CSC 'COMBO CARD'

62. A SuperGold Card holder can get discounted travel at off-peak times and a wide-range of discounts from businesses and service providers throughout New Zealand.
63. There are 25,000 people over 65 in Wellington city and approximately 23,000 have a SuperGold Card. There are 7,000 *SuperGold+CSC* 'combo card' holders, leaving 16,000 SuperGold Card holders who have the standard card (Source: Ministry of Social Development). SuperGold LeisureCard memberships are individual memberships with no expiry date.
64. Approximately 5,444 LeisureCard members are SuperGold Card holders. This Eligibility Group makes up 58% of the total LeisureCard membership, making it the largest Eligibility Group.
65. There are approximately 17,500 SuperGold Card holders who are currently not members of the LeisureCard scheme.
66. Subscription to the LeisureCard for people in the SuperGold Card Eligibility Group has grown by 100% in the last five years. The number of people over 65 in Wellington City is expected to grow to 37,000 by 2028.
67. Currently, SuperGold Card holders must hold a LeisureCard in order to access discounts meaning the Scheme is only discounting ratepayers of Wellington City.
68. The review also found that both staff and LeisureCard members in the SuperGold Card Eligibility Group questioned the need for an extra card in order to obtain the LeisureCard discounts.
69. The review showed that 75% of LeisureCard members in the SuperGold Card Eligibility Group would still visit a facility whether or not they held a LeisureCard. LeisureCard members in this Eligibility Group viewed the LeisureCard as a "nice" offering, over and above, rather than a necessity.
70. Findings suggest that cost is not a barrier to participation for the SuperGold Card Eligibility Group. Arguably, people from this Eligibility Group would access WCC facilities whether or not they had a LeisureCard.
71. Despite the finding that cost is not a significant barrier to participation for LeisureCard members in the SuperGold Card Eligibility Group, global research emphasises the ongoing need to incentivise participation in physical activity for older people to keep healthy and independent. Stakeholders in this review advocated for strength and balance programmes to help with falls-prevention, as well as opportunities for connection through locally-led group classes. It is noted the WCC recreation facilities

currently provide ACC accredited strength and balance programmes targeting older adults.

72. Accordingly, this report recommends removing this Eligibility Group from the Leisure Card Scheme and instead offering a 20% discount on general entry to pools and recreation centres to all SuperGold Card holders noting, that SuperGold + CSC Card holders remain eligible for a LeisureCard.
73. **Recommendation:** Remove the SuperGold category as Eligibility Criteria to the Scheme, and introduce a standard SuperGold Card discount of 20% on general entry to pools and recreation centres. Grandparent the existing members of this Eligibility Group from the Scheme over a period of two years.
74. **Recommendation:** Ensure that messaging is clear to *SuperGold+CSC* 'combo card' holders that they are still eligible and able to apply to the Scheme under the CSC Eligibility Group.

RESIDENTS VISA

75. The Residents Visa Eligibility Group is open to people with a Residents Visa who have arrived in New Zealand for the first time, in the last 12 months. People can only apply for a LeisureCard once under this category and the card is valid for a year.
76. The intention of including this Eligibility Group in the scheme was in-part, to reach former refugees and asylum seekers. However, the review suggests that very few former refugees access the LeisureCard scheme as they have significant barriers to the application process, such as language.
77. There are currently 5,800 skilled migrants in Wellington city that are eligible for the Residents Visa Eligibility Group upon their first year in New Zealand. Only 187 members of the LeisureCard scheme are from the Residents Visa Eligibility Group, representing 2% of the Scheme's membership. Given that former refugees face significant barriers which inhibit uptake to the Scheme, it is likely the majority of these 187 members are skilled migrants.
78. The review found that 84% of people in this Eligibility Group would continue visiting a facility, even if they were not a member of the LeisureCard scheme. Therefore it can be argued that reducing cost as a barrier does not make a significant difference to participation of people from the Residents Visa Eligibility Group.
79. Stakeholders advised that information on what services are available and how to access recreation facilities is not readily accessible by former refugee communities. This is particularly so for women who are often the primary caregiver and at home during the days.
80. Additionally, major barriers faced by former refugees settling in a new place include language and uncertainty/safety. Agencies advised that settling in a new country takes longer than a year; realistically it can take over five years. This report recommends that former refugees are auto-issued a LeisureCard through a partnership with support agencies such as the Red Cross and Changemakers.
81. **Recommendation:** Remove the Residents Visa category as Eligibility Criteria to the Scheme and grandparent existing members out of the Scheme.

82. **Recommendation:** Partner with The Red Cross and Changemakers to offer free access to Council pools and recreation centres for former refugees whilst receiving resettlement support from these organisations.
83. **Recommendation:** Automatically issue the LeisureCard to resettled refugees for two years.

Other Eligibility Groups not currently part of the scheme

HOUSING NEW ZEALAND AND OTHER COMMUNITY HOUSING TENANTS

84. There are 1,700 Housing New Zealand Corporation (HNZC) tenants and 185 other Community Housing Provider (CHP) tenants in Wellington city. The review found that while almost all tenants are eligible for a CSC, and many HNZC tenants will have one automatically, most are unaware of the LeisureCard or find the application process difficult and therefore do not apply.
85. Stakeholders from HNZC advised that there is low awareness of the LeisureCard amongst their tenants.
86. **Recommendation:** Partner with HNZC and other CHPs to raise awareness of the LeisureCard Scheme and auto-issue cards to tenants through the partnership. Align the validation period of the card with the CSC Eligibility Group so that it is a two-year term.

OTHER NON GOVERNMENTAL ORGANISATIONS'S AND SUPPORT ORGANISATIONS

87. The review found that people living in the highest levels of deprivation are currently not able to access recreation facilities or the LeisureCard scheme due to significant barriers such as not having a current fixed address, not having identification papers, or not having a reliable form of income.
88. The review also found that people living with mild-to-moderate mental health conditions are not currently provided for under the LeisureCard scheme except occasionally through GRx. People from this Eligibility Group are supported by various organisations including the CCDHB Mental Health Crisis Team and Pathways Aotearoa. Stakeholders advised that people living with mild-to-moderate mental health conditions would all be eligible for GRx and often have a CSC too, but may not find these services, and subsequently may not find the LeisureCard scheme either.
89. The Wellington Homeless Women's Trust (WHWT) run a shelter in central Wellington that houses up to five women at any one time and assists with finding more permanent housing for them. In 2018 WCC engaged in a pilot project with WHWT to increase participation by providing free access to recreation facilities to women living in the shelter.
90. The pilot revealed that all women in the shelter would be eligible for a CSC and subsequently the LeisureCard but the multiple barriers they face to applying are too high. Women in the shelter who were facing significant existing barriers around securing access to their basic rights of healthcare, shelter, income, and food, who would've normally deprioritised recreation, were able to visit the pool, spa, and sauna.
91. Women in the shelter visited recreation facilities 24 times during the six month pilot and the pilot found that working closely with NGO's and support agencies is an effective

way of breaking down barriers for people living in the highest levels of deprivation. The participating women also reported that being able to access facilities through the pilot made a significant difference to their quality of life and sense of wellbeing.

92. **Recommendation:** Partner with NGOs and agencies supporting people living in high deprivation or with mental health conditions to offer free access to Council pools and recreation centres whilst they are receiving support from these organisations.
93. **Recommendation:** Partner with NGOs and agencies supporting people living in high deprivation or with mental health conditions to auto-issue the LeisureCard to their clients as they transition out of their services. Align the validation period of the card with the CSC Eligibility Group so that it is a two-year term.

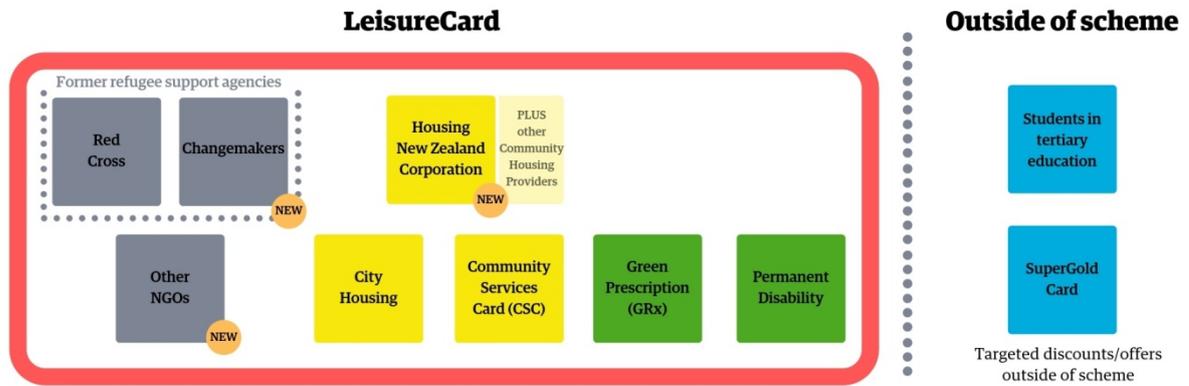
Purpose, Partnerships, and Range of Discounts

94. The LeisureCard scheme has not been reviewed since 2008/09. The review found that as the Scheme has a variety of Eligibility Groups who are treated identically, despite having different needs and barriers, the defined purpose of the Scheme is unclear amongst some stakeholders and WCC staff.
95. The LeisureCard currently provides discounts at WCC recreation facilities and libraries, and the Berhampore Golf Course.
96. The review found that the 20% discount on programmes that the Scheme was meant to offer had been misinterpreted as a 50% discount on casual entry to group classes at Club Active and was promoted on the Club Active website. This discount was never approved by Council and is receiving high uptake from SuperGold Card Eligibility Group members of the Scheme, making the classes financially unsustainable.
97. The review identified an opportunity to extend the scheme to other Wellington organisations who wish to use the LeisureCard as a mechanism to offer discounts to people for whom cost is a barrier to access.
98. As part of the review Officers engaged with CCO's Wellington Zoo, Zealandia Ecosanctuary, Museums Wellington, and Wellington Cable Car who all expressed interest in joining the scheme as providers and offering LeisureCard discounts on their services.
99. The review also found that once people were members of the LeisureCard Scheme, there was little further information provided to them about where they can use their card and get discounts.
100. **Recommendation:** Agree that the purpose of the LeisureCard scheme is *to break down cost as a barrier to accessing recreation and visitor experiences to improve wellbeing for groups that are marginalised and hard-to-reach*. Refresh awareness of the purpose of the scheme amongst customers, staff, and stakeholders.
101. **Recommendation:** Further engage with Wellington Zoo, Zealandia Ecosanctuary, Wellington Cable Car, and Museums Wellington and extend the LeisureCard scheme to other Wellington organisations as a mechanism to offer discounts to people for whom cost is a barrier.
102. **Recommendation:** Adjust the discount rate on group fitness classes at Club Active to be 20% for LeisureCard members, in-line with the 20% programmes discount that is advertised.

103. **Recommendation:** Develop a ‘Welcome to the LeisureCard’ starter-pack which includes information on facilities and discounts.

The new LeisureCard Model

104. The below conceptualises the revised LeisureCard scheme:



Eligibility Group	Type of membership	Validity period of membership
People living with a permanent disability	Individual	No expiry
Green Prescription (GRx) clients	Individual	2 years
Community Services Card holders (including SuperGold+CSC ‘combo card’)	Household	2 years
Former Refugees	Household	2 years
City Housing tenants	Household	2 years
Housing New Zealand and other Community Housing Tenants	Household	2 years
NGO and Support Agency Clients	Individual	2 years

Next Actions

105. If the recommendations in this report are accepted Officers will develop an Implementation Plan and roll out the changes to the scheme between July and December 2019 to align with the implementation of WCC’s new bookings and membership system. This includes developing partnerships with identified NGO’s, support agencies and other providers and developing a communications and marketing plan to promote the changes to new and existing customers.

Attachments

- Attachment 1. Scope of the LeisureCard Review Page 162
- Attachment 2. Summary of Recommendations Page 167

Authors	Ali Whitton, Health and Wellbeing Partnership Leader Sarah Murray, Customer and Community Partnerships Manager
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The following engagement and consultation has informed the review:

- A survey of existing LeisureCard members with 862 responses
- Customer journey mapping through in-person interviews with four LeisureCard members
- 10 phone interviews with existing LeisureCard members
- Interviews with WCC staff at 6 different facilities to understand the business processes that underpin the LeisureCard customer journey
- Stakeholder feedback from representatives of 25 groups or organisations including four CCOs; Wellington Zoo, ZEALANDIA, Museums Trust, Wellington Cable Car
- Circulation and socialising of the draft recommendations with key stakeholders

Treaty of Waitangi considerations

The recommended changes present an opportunity for WCC to work more closely with organisations supporting Maori communities and families for who cost is a barrier to accessing recreation facilities.

Financial implications

Financial modelling indicates that the recommended changes will be largely cost neutral, though this will depend on uptake. Attendance targets and revenue budgets will be monitored and reported on during the 19/20 financial year. Any impact on the Revenue and Financing Policy would be included in the R&F Papers during the next Long Term Plan.

It is noted that WCC is moving to a new bookings and membership system in 2019/2020 which will provide improved data management capability. This will allow more accurate tracking of cost and utilisation and provide a more comprehensive picture of the impact of the LeisureCard scheme from both a participation and financial impact perspective.

Policy and legislative implications

The recommendations in this report are consistent with relevant Council Policy and legislation.

Risks / legal

The following risks associated with the recommended changes in this report have been identified:

- *Perceived sense of loss around Eligibility Groups removed from the scheme* – This can be mitigated by pro-active marketing of the counter-offer to each Group. For example , marketing the suite of programmes that exist for older people and the benefits of introducing a standard discount and removing the administrative barrier of having to apply for, and hold a LeisureCard.
- *Rollout of new booking and memberships system delayed* - Manage highest priority groups first and phase the roll out of changes to the LeisureCard scheme through existing partnerships.

Climate Change impact and considerations

There are no climate change impacts or considerations.

Communications Plan

There is a communications plan being developed to ensure members of each Eligibility Group and key stakeholders are informed about the changes to the Scheme.

Health and Safety Impact considered

The recommended changes will improve the impact of the LeisureCard Scheme and have a positive impact on the health and wellbeing of eligible groups.

CITY STRATEGY COMMITTEE
8 NOVEMBER 2018Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

SCOPE OF THE LEISURE CARD REVIEW

Purpose

1. This report asks the City Strategy Committee to approve the scope of a review of the Council's Leisure Card scheme.

Summary

2. Council have made the following commitment in the 2018 – 2028 Long Term Plan:

Leisure Card review. This card helps people access Council recreational services when price might otherwise be a barrier. In the coming year we will undertake a review of the Leisure Card and explore options for increasing utilisation of Council's facilities by marginalised and hard-to-reach groups through this programme.
3. The purpose of the review is to assess the effectiveness of the Leisure Card and recommend improvements and/or changes that will increase the impact of the scheme and grow the use of recreation facilities and services by participants for whom cost is a barrier. This includes reviewing whether providing of a discount card is the best way to achieve the scheme's objectives.
4. Under the current scheme the following groups are eligible for a Leisure Card:

Individual membership

 - Permanent Disability
 - Green Prescription (GRx) Clients
 - SuperGold Card Holders

Household Membership

 - Community Services Card Holders
 - Recent Migrants Visa Holders (12 months)
 - City Housing Tenants.
5. There are currently around 10,000 Leisure Card Holders. This is around 4% of the Wellington City population. We estimate that 25% of the population are eligible for the scheme. The majority of Leisure Card holders are SuperGold Card or Community Services Card holders (92%).
6. The Leisure Card scheme currently provides the following discounts at Wellington City Council facilities:
 - **Pools** – 50% discount on entry and 20% discount on swimming lessons
 - **Recreation Centres** – 50% discount on entry and up to 20% discount on programmes
 - **Club Active gym** – 20% discount on gym memberships
 - **Wellington City Libraries** – 50% discount on all reserves, CD and DVD loans.
7. The scheme does not provide discounts at non-Wellington City Council managed facilities, however many Wellington organisations have their own discounting mechanisms targeting people for whom cost is a barrier. This includes Wellington Zoo

CITY STRATEGY COMMITTEE
8 NOVEMBER 2018

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

and the Royal NZ Ballet who provide a percentage discount on entry fees, and Zealandia who provide free family passes to targeted low decile schools each year (**Attachment 1** refers).

8. The scheme is administered by the Parks, Sport and Recreation business unit (PSR) and there is an annual cost to resourcing the scheme across all facilities. In 2019 the PSR bookings and membership system will be replaced which provides an opportunity to streamline administrative processes as well as improve reporting on the uptake and effectiveness of the scheme.
9. Parallel to this review, PSR is developing a Sport and Active Recreation Plan for Council approval. This plan will outline how Council will implement 'Living Well' the Regional Strategy for Sport and Active Recreation developed by Sport Wellington and adopted by Council in 2017. This includes identifying low participation populations and developing strategies to increase their involvement in sport and recreation. The Leisure Card scheme is an important contributor to this and the outcomes of this review will align with the direction set in the draft Sport and Active Recreation Plan as well as key regional and national strategies including Living Well and Sport New Zealand's Community Sport Strategy.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Agrees that the Leisure Card Scheme Review will have the following objectives:
 - a) **Eligibility** – To understand demand, deprivation and need in Wellington City and review the eligibility criteria for the scheme so that it is meeting the needs of those for whom cost is a barrier to participation in recreation; and to adopting a healthy lifestyle.
 - b) **Uptake** – To review current uptake and usage and ensure that the scheme is reaching and actively promoted to eligible groups.
 - c) **Discounts** – To review the discount rates across facilities and services and ensure they are consistent and appropriate for customer needs. This includes investigating differential pricing.
 - d) **Product/Customer Journey** – To understand the customer journey for Leisure Card holders and determine if the scheme, in its current form, is a barrier to participation to some or all of the eligible users.
 - e) **Partnerships/Incentives** – To investigate opportunities for partnerships that will increase uptake, improve retention, and create a more enticing product through additional benefits.
 - f) **Reporting Process** – To improve reporting processes so that we can better understand the impact of the scheme over time, including the cost to business.
 - g) **Accountability and Ownership** – To review ownership and accountability within PSR and the role of the scheme in driving social good outcomes including social connectedness.
 - h) **Cost of scheme and foregone revenue** – To determine if the scheme is the

CITY STRATEGY COMMITTEE
8 NOVEMBER 2018Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

best use of budget and staff resource and to consider options for allocating these in a more targeted way that helps remove barriers to participation additional to cost.

Background

10. Council provides a range of recreation and leisure facilities and programmes to encourage active and healthy lifestyles and enable participation in sporting and other group activities. Through the promotion and support of recreation opportunities we contribute to the development of strong, healthy communities and a high quality of life for Wellingtonians. Our high level outcomes in this area (as detailed in the Long Term Plan) are:

Encourage active and healthy lifestyles, Enable participation in sporting and other group activities, and Social cohesion and connectedness.

11. The Leisure Card began in 1992 as *Passport to Leisure* which was based on a UK-initiative from 1979 of the same name. Over the years eligibility criteria broadened to include super-annuitants and residents receiving income support. In 2007 the scheme was rebranded and the membership was broadened further to include immigrants and Green Prescription (GRx).
12. The Labour coalition government has announced that it is going to use expanded measures to report on the country's success, including wellbeing measures. This is underpinned by the government's four-capital framework.
13. Nationally, Sport NZ has set a target of increasing participation in sport and active recreation by 3%, by 2020. To achieve this they are advocating an increased focus on locally led delivery, particularly in low-participation communities.
14. Regionally, Sport Wellington have developed the Living Well Strategy that recommends specific focus on low participation groups, young people, and removing barriers to participation.
15. Council is currently in the process of developing "Our Active Capital", Wellington's Active and Recreation and Sport plan. This plan seeks to define Wellington City Council's approach to implementing the regional strategy.
16. In addition to the Leisure Card scheme, Council has introduced a range of discounts that aim to facilitate increased participation including free swim entry for under 5s and all spectators getting free entry into our pools.

Discussion

17. There is opportunity to review how we discount recreation services to ensure they reach those that need it most.
18. There is an opportunity to improve processes and the way in which we engage with our customers that will have a positive impact on our customers' experience at our facilities and help them to create a stronger connection that will keep them active and healthy.
19. We understand that cost is not the only barrier to participation for any group and the review will consider other factors that can help reduce or eliminate barriers.
20. Council is introducing a new bookings and membership system in mid-to-late 2019 that will underpin our management of the Leisure Card and different concessions and

CITY STRATEGY COMMITTEE
8 NOVEMBER 2018

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

discounts. There is opportunity for this to be better equipped to report and measure the success of programmes and initiatives, especially around increasing participation. It will also better enable us to understand who we are currently reaching and who we are not.

Next Actions

21. We will take an evidence-based and customer-centric approach in which we will analyse data and reports from our bookings and memberships system concurrently alongside customer and stakeholder engagement.
22. The timeline and deliverables of the project are shown below.

Timing	Tasks
May – October	Establish project and begin research
November	Present Scope to CSC
October – February	Meet with key stakeholders, conduct customer interviews, focus groups
Jan/Feb	Identify issues and opportunities and socialise with key stakeholders
Feb/March	Draft review document, consult with stakeholders, test with customers, and make amendments
April/May	Present Review to CSC and seek approval to move forward with recommendations

Attachments

- Attachment 1. Existing discounts of recreation organisations in Wellington City

Author	Ali Whitton, Health and Wellbeing Partnership Leader
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

CITY STRATEGY COMMITTEE
8 NOVEMBER 2018Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke**SUPPORTING INFORMATION****Engagement and Consultation**

A Communications and Engagement Plan will be prepared in the establishment phase of the project.

Treaty of Waitangi considerations

There are no Treaty considerations.

Financial implications

There are no financial implications from undertaking a Leisure Card review. The review is expected to consider the appropriateness of the current concession rates and make recommendations regarding these in due course. Financial implications will be considered as part of the review.

Policy and legislative implications

There are no legislative implications from undertaking a Leisure Card review.

Risks / legal

There are no significant risk / legal implications from undertaking a Leisure Card review. Changing concession rates offers a risk to the business but this will be considered as part of the issues and opportunities evaluation process.

Climate Change impact and considerations

There are no climate change implications from undertaking a Leisure Card review.

Communications Plan

A Communications and Engagement Plan will be prepared in the establishment phase of the project.

Health and Safety Impact considered

There are no health and safety impacts related to undertaking a Leisure Card review.

Summary of Recommendations

Number	Recommendation	Paragraph
1	Extend the validation period of the CSC Eligibility Group to two years	33
2	Provide a 20% student discount outside of the LeisureCard scheme for tertiary students, on general entry to pools and recreation centres, applicable upon presentation of a valid student card	34
3	Remove the 20% student discount on Club Active memberships and grandparent existing student memberships	35
4	Provide a 20% discount outside of the LeisureCard scheme for CSC holders, on general entry to pools and recreation centres, on swimming lessons, and on recreation centre programmes, applicable upon presentation of a valid CSC	36
5	Make renewing a LeisureCard easier for the CSC Eligibility Group by revising the renewal process and removing barriers around having to reapply	37
6	Work with the City Housing Business Unit to automatically issue the LeisureCard to City Housing tenants upon sign-up with City Housing	44
7	Extend the validation period of the City Housing Eligibility Group to two years and renew if they are still a tenant after this time. Ensure that if a tenant leaves City Housing, their LeisureCard is renewed for another two years from the date of departure, to ease the life transition	45
8	Work with the City Housing Business Unit to increase tenants' awareness of the LeisureCard and their confidence with using Council's facilities	46
9	Partner with Sport Wellington to automatically issue the LeisureCard to GRx members and those on the current GRx waiting list. Extend the validation period to two years	51
10	Investigate ways to incentivise positive habit-building of people in the GRx Eligibility Group and work with Sport Wellington to align the objectives of both the LeisureCard and GRx schemes	52
11	Work with stakeholders in the Permanent Disability Eligibility Group to raise awareness of the Scheme, especially those that work with young people	58
12	Formalise the existing practice of providing free access to facilities for carers supporting a LeisureCard member with a disability	59
13	Remove the SuperGold category as Eligibility Criteria to the Scheme, and introduce a standard SuperGold Card discount of 20% on general entry to pools and recreation centres. Grandparent the existing members of this Eligibility Group from the Scheme over a period of two years	73
14	Ensure that messaging is clear to SuperGold+CSC 'combo card' holders that they are still eligible and able to apply to the Scheme under the CSC Eligibility Group	74
15	Remove the Residents Visa category as Eligibility Criteria to the Scheme and grandparent existing members out of the Scheme	81
16	Partner with The Red Cross and Changemakers to offer free access to Council pools and recreation centres for former refugees whilst receiving resettlement support from these organisations	82
17	Automatically issue the LeisureCard to resettled refugees for two years	83
18	Partner with HNZA and other CHPs to raise awareness of the LeisureCard Scheme and auto-issue cards to tenants through the partnership. Align the validation period of the card with the CSC Eligibility Group so that it is a two-year term	86

19	Partner with NGOs and agencies supporting people living in high deprivation or with mental health conditions to offer free access to Council pools and recreation centres whilst they are receiving support from these organisations	92
20	Partner with NGOs and agencies supporting people living in high deprivation or with mental health conditions to auto-issue the LeisureCard to their clients as they transition out of their services. Align the validation period of the card with the CSC Eligibility Group so that it is a two-year term	93
21	Agree that the purpose of the LeisureCard scheme is <i>to break down cost as a barrier to accessing recreation and visitor experiences to improve wellbeing for groups that are marginalised and hard-to-reach</i> . Refresh awareness of the purpose of the scheme amongst customers, staff, and stakeholders	100
22	Further engage with Wellington Zoo, Zealandia Ecosanctuary, Wellington Cable Car, and Museums Wellington and extend the LeisureCard scheme to other Wellington organisations as a mechanism to offer discounts to people for whom cost is a barrier	101
23	Adjust the discount rate on group fitness classes at Club Active to be 20% for LeisureCard members, in-line with the 20% programmes discount that is advertised	102
24	Develop a 'Welcome to the LeisureCard' starter-pack which includes information on facilities and discounts	103

JOINT PROGRAMME TO IMPROVE THE RELIABILITY OF TRAVEL TIMES FOR BUSES

Purpose

1. To update the committee on, and seek endorsement of, the work being undertaken jointly with Greater Wellington Regional Council (GWRC) to collaboratively deliver a package of bus priority measures to improve reliability and travel times for bus users.

Summary

2. The report sets out how Wellington City Council (WCC) and GWRC are working together to co-create a joint programme to deliver bus priority measures. This will be detailed further through development of an Action Plan which will outline a clear, evidence based and prioritised programme of work that will result in improved reliability and journey times along the routes carrying the most people. Updates on the development of the Action Plan will be reported back to committees of both councils on a regular basis.
3. This work takes account of the need to integrate the planning and delivery of bus priority measures with the cycleways, Let's Get Wellington Moving (LGWM) and GWRC's bus reliability programmes.

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Notes the background and context information attachment to this report.
3. Endorses the work being undertaken jointly with Greater Wellington Regional Council to collaboratively deliver a package of bus priority measures to improve reliability and travel times for bus users.
4. Supports the development of a joint action plan for bus priority measures on the road network.
5. Agrees that officers from Greater Wellington and Wellington City councils will jointly report back to this committee and Greater Wellington Regional Council's Sustainable Transport Committee with a bus priority Action Plan in September 2019.

Background

4. Enabling people to choose to travel in more sustainable ways is critical for Wellington. Put simply, we need to enable more people to choose to walk, ride bikes and scooters, and use public transport in preference to other modes. This approach is aligned to the sustainable transport hierarchy, Urban Growth Plan, Low Carbon Capital Plan and LGWM's approach to move more people with fewer vehicles coming into the central city. Bus priority is one of the tools we can use to make our great city even more liveable.

5. As a first step towards developing a collaborative joint action plan, officers have prepared a summary of public transport policies and background information which is attached to this report (Attachment 1). It primarily shows which parts of the city's public transport system are the responsibility of the city council and the regional council. Officers from both organisations meet regularly to progress operational matters including bus shelter deployment, bus shelter renewal, corridor clearance initiatives, and bus stop design and placement.
6. A Bus Priority Plan was adopted by the Strategy and Policy Committee in 2007. The substantive decision by the Committee was to "*agree that detailed bus priority schemes be developed, firstly for the central city, which will be consulted on before being brought back to committee for approval*". Some initial progress was made on the plan and we currently have more than 20 bus lanes throughout the city. In 2010 the Restoring the Golden Mile Project relocated part of the main bus route to Manners Street.
7. This paper focuses on bus priority measures (e.g. bus phases at traffic lights, bus lanes, optimising stop spacing and design), the primary action that Wellington City Council can take to enable improvements to bus speed and reliability. The attached paper (Attachment 2) '*Increasing the reliability and travel times of buses*' sets out why this is important and how we will go about identifying a programme of improvements.
8. The Council's Long-term Plan 2018-2028 signals an investment of \$38.4 million for Bus Priority Improvements over the 10 year period. The Plan states "*The areas that will be included in our bus priority programme will be informed by and align with the Let's Get Wellington Moving and cycling programmes of work*" (page 126).
9. For the current three years, the plan is to invest some \$4.9 million as shown below.

	2018/19	2019/20	2020/21
	\$1,975,000	\$1,751,000	\$1,214,000

10. The investment level stays at around \$1.4 million per annum for years 4 to 7, then rises to around \$4.7 million for each of the last three years of the plan (page 222). This indicative funding will need to be reviewed once decisions have been made around the scope and timing of related LGWM investments.
11. The Draft Annual Plan 2019/20 has a proposal to reduce the Long-term Plan's bus priority investment from \$1,751,000 to \$689,000 for 2019/20 as we will be incorporating the majority of our bus priority measures through LGWM and by integrating our planning for other projects like cycleways. The Annual Plan is due to be confirmed on 26 June 2019.

Discussion

12. With the announcement of the LGWM programme on 16 May 2019, progress can now be made on determining corridors for bus priority improvements across the entire city.
13. Officers have been working collaboratively with Greater Wellington Regional Council to identify priority corridors for improvements and are working to identify a number of proposals.

Next Actions

14. Once priorities have been identified, an action plan will be brought before the Committee at the earliest opportunity.

Attachments

Attachment 1.	Public Transport Policies and Background Information	Page 173
Attachment 2.	Joint Programme To Improve The Reliability Of Travel Times For Buses	Page 190

Author	Joe Hewitt, Principal Advisor Transport Strategy
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Officers have been working collaboratively with Greater Wellington Regional Council officers. A similar report will be going to Greater Wellington's Sustainable Transport Committee on 19 June 2019.

Treaty of Waitangi considerations

There are no Treaty considerations.

Financial implications

There are no financial implications at this time. Significant funding is provided in the Annual Plan and Long-term Plan. The adequacy of this can be considered once detailed plans have been formulated.

Policy and legislative implications

Progressing bus priority measures is in accordance with the Council's transport policy direction contained in the Urban Growth Plan, Low Carbon Capital Plan, draft Te Atakura; First to Zero Plan, and the financial provisions in the Long-term Plan and Annual Plan.

Risks / legal

There are no risk/legal matters at this time. Bus priority measures requiring changes to traffic restrictions will be subject to approval under the Council's traffic resolutions process.

Climate Change impact and considerations

Supporting bus priority measures is aligned to the sustainable transport hierarchy, Urban Growth Plan, Low Carbon Capital Plan and the draft Te Atakura; First to Zero Plan.

Communications Plan

Proactive communications will support the joint work programme. A media release has been prepared to communicate the start of this joint work and reference the high level approach set out in this report and the attached paper.

Health and Safety Impact considered

There are no health and safety considerations.

Public Transport Policies and Background Information



May 2019

Cover Photo: Manners Street near Cuba Street looking eastwards, November 2018.

Contents

Purpose	1
Policy Context	1
Sustainable Transport Hierarchy.....	1
Significance and Engagement Policy.....	2
Footpath Management Policy.....	2
Trading in Public Places Policy	2
Delivery Context.....	2
WCC Residents' Monitoring Survey	10
Convenience.....	10
Affordability	10
2018 Quality of Life Survey	11
Safety Overview	12
Bus Priority Programme	13
Fares and Fare Zone Boundaries.....	13
Public Space Design Manual	14

Purpose

This paper presents a snapshot view of the current policy and contextual information for public transport in Wellington City. This material has been put together to allow readers to gain a high level insight into the complexity and current settings which influences some of outcomes being achieved by the public transport service.

Policy Context

Wellington City is expected to add 50,000-80,000 residents, one third in the central city, and over 20,000 jobs over the next 30 years. As the city grows, there is an increasing need to make best use of limited space.

In order to accommodate growth while retaining and enhancing the qualities that attract people to Wellington, decisions around the allocation of public space are going to be critical. Decisions must support the aspirations of Wellingtonians around becoming a more people-centred, connected, eco city with a dynamic central city.

Sustainable Transport Hierarchy

The Regional Land Transport Programme, the Let's Get Wellington Moving conversation, Wellington City Council's (WCC's) Urban Growth Plan, Long-term Plan and draft Te Atakura – First to Zero plan all set the strategic direction for the development of our transport network. These policies and plans promote a sustainable transport hierarchy concept, first adopted in the Urban Growth Plan 2015. The sustainable transport hierarchy places emphasis on encouraging greater use of walking, cycling and public transport over other modes of transport. This strategic context must be considered when determining the appropriateness of possible interventions.

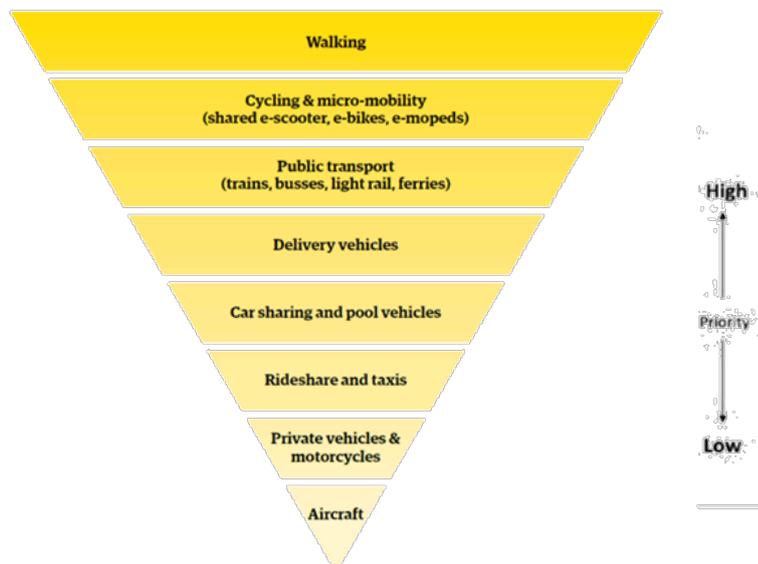


Figure 1 Sustainable Transport Hierarchy (source draft Te Atakura –First to Zero, p 30)

Significance and Engagement Policy

The Council's Significance and Engagement Policy (June 2018) identifies "*the roading network, including the public transport infrastructure system and pedestrian networks, and the shareholding in Wellington Cable Car Limited*" as assets the Council has determined to be **strategic assets**. This means unless already explicitly provided for in the Long-term Plan, the Council will seek to amend the Long-term Plan using a special consultative procedure, when proposing to alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of Council, including commencing or ceasing such an activity; and when transferring the ownership or control of strategic assets. In these circumstances the Council will develop information that meets the requirements of section 82A of the Local Government Act, making this available to the public, allowing submissions for a period of at least 1 month, and will consider all submissions prior to making decisions.

Footpath Management Policy

The Footpath Management Policy 2007 provides a balanced framework to ensure safe and efficient pedestrian movement on footpaths (pedestrian priority) while also providing opportunity for non-pedestrian activities. The Policy guides:

- the prioritisation of footpath space for pedestrian activity
- conditions for the licensing of non-pedestrian activities on footpaths
- the use of temporary footpath obstructions such as sandwich boards and seating.

Given that public transport services are a normal part of the transport network, the Policy which is directed at managing non-network activities, generally does not apply to public transport considerations.

Trading in Public Places Policy

The Trading in Public Places Policy was adopted in 2006 with additions in 2014. The objective of the policy is to ensure that the public trading activities in Wellington City make public places more safe, lively and attractive without inhibiting the safety and efficiency of pedestrian movement. The Policy guides:

- the granting of licences or permits for trading in public places (if applicable)
- the types of trading that are allowed
- conditions for:
 - health and safety
 - pedestrian access
 - consideration of established businesses.

Given that public transport services are a normal part of the transport network, the Policy which is directed at managing non-network activities, does not apply to public transport considerations.

Delivery Context

The primary authority for delivering public transport services throughout the Wellington region is Greater Wellington Regional Council (GWRC). The Wellington Regional Public Transport Plan 2014 (RPTP) sets the direction for public transport in the region for the 10 years 2014-2024. It gives effect to the public transport service components of the Regional Land Transport Plan, and aims to deliver an effective, efficient and integrated transport network for the people of Wellington.

The RPTP outlines several significant changes to improve the region's public transport, including:

- Redesigning train services giving people more travel options
- Simpler bus network with more coverage (implemented from July 2018 with the most significant changes in a generation)
- Modernising the bus fleet (implemented from July 2018)
- Simpler fares with standard discounts across the network (implemented from July 2018).

A major objective for the new bus network was to significantly increase Wellington residents' access to high frequency services. Previously only 45 percent of the population was within 1 km of a high frequency route. The new network has increased this coverage to 75 percent (Figure 2).

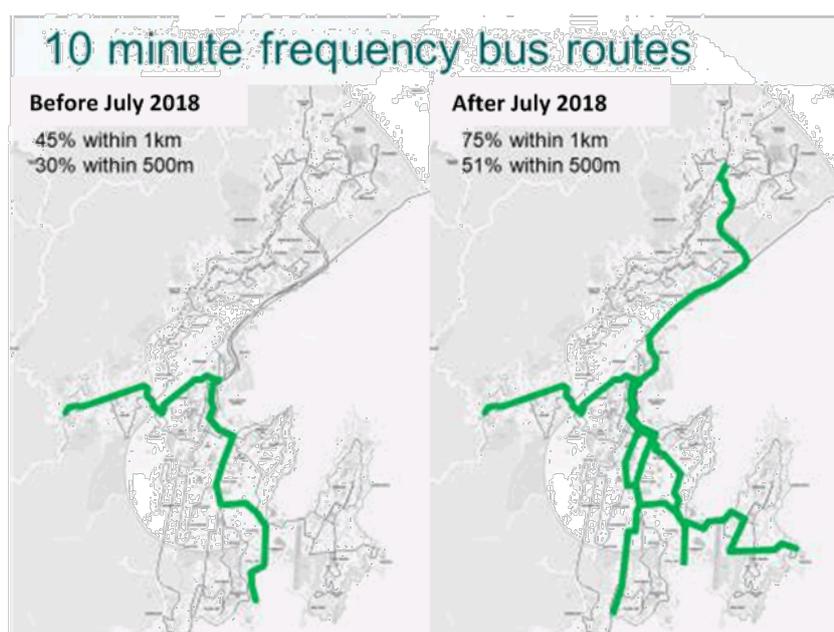


Figure 2 High Frequency Bus Routes (source GWRC)

WCC has a number of roles that affect the provision, efficiency and attractiveness of public transport services in the city. These are set in the following table.

WCC Role	Current Situation	Opportunities for improvement
Providing bus stops	There are 1323 bus stops throughout the city. New bus stops and changes to existing stops are authorised following the Traffic Resolution procedures made under the Wellington Consolidated Bylaw 2008, Part 7: Traffic (reflecting the requirements of the Local Government Act 2002, section 151). Final decisions must be made by elected members.	While consultation procedures can be onerous at times, they ensure that the views of affected people are known and can therefore be taken into account by decision makers. However, the current practice of generally limiting consideration to four rounds per year can mean changes can take a rather long time to achieve. Consideration should be given to accelerating priority changes on a case by case basis and streamlining the process. There are opportunities to improve the layout of bus stops to enable improved ease of getting on and off buses and for buses to easily manoeuvre in and out of stop. This creates less road wear and more efficient operation. Concepts to be applied in any future road and cycling projects.
Providing bus priority measures on the road network (including bus lanes and priority at traffic lights)	There is limited provision of bus priority measures in the city. A comprehensive plan of potential bus lanes was received by Councillors in April 2007 and flagged for further development. Since 2007 a number of bus lanes have been introduced both in the CBD and along main traffic corridors but no new schemes have been introduced in recent years. This matter is currently being given consideration by the Let's Get Wellington Moving project. Significant funding has been provided in the current Long-term Plan. The constrained nature of the city's transport corridors will present a significant challenge in achieving further practical bus lane solutions.	Prioritise bus priority measures as part of LGWM's Early Improvements Programme and the larger Recommended Programme of Investment.

WCC Role	Current Situation	Opportunities for improvement
Providing bus shelters	<p>WCC currently provides 455 bus shelters throughout the city. Most are in excellent condition, with none in poor or very poor condition¹. Additional shelters are currently provided by GWRC (about seven per year) and Adshel ~100 (since 2000).</p> <p>GWRC is currently responsible for the maintenance and replacement of all shelters, except Adshels. Shelters at the end of their useful lives are currently being replaced at the rate of four to five per year. Replacement is based on the shelter being in poor condition at the end of its useful life, also taking account of seismic risk, and whether it is fit for purpose considering weather protection, user safety, and personal security.</p> <p>GWRC is responsible for the maintenance and replacement of all Metlink bus stop signage and poles.</p> <p>WCC has a goal to provide a shelter at every inbound bus stop. This suggests that some 200 new shelters are needed. Current annual funding of \$178,000 allows for the provision of seven to eight per year which means this goal will not be achieved for at least 25 years. GWRC is also installing new shelters in the city with eight planned for 2018/19.</p> <p>WCC prioritises new shelters by a combination of public requests and high use. This is done in consideration with GWRC with reference to their prioritisation tool.</p> <p>GWRC priorities are guided by a prioritisation tool which takes account of demand, location and value.</p> <p>Both WCC and GWRC use a small range of modern, modular shelter designs to minimise manufacturing and maintenance costs. This approach provides a consistent look and feel for the public transport network, while achieving value for money. We recognise that some shelters have heritage/community values and these are taken into account when determining maintenance and renewals.</p>	<p>WCC and GWRC are jointly developing a common protocol for the deployment of new and replacement shelters to collectively enhance the experience of the users. This includes design standards. It is envisaged this will eventually lead to harmonised designs.</p> <p>GWRC could add heritage and community status fields to their bus shelter asset register.</p> <p>Increase funding to accelerate the provision of new shelters.</p> <p>Considering any improvements to shelter design should also provide space for passenger information. GWRC should be involved in location decisions where any future shelters or standard alone information panels are planned for installation within the vicinity of bus stops, bus hubs or the Wellington Bus Station. This should also apply to any new Adshel shelters.</p> <p>Engage better with local communities when considering renewal of shelters with high community interest.</p>

¹ 2017 Draft Transport Activity Management Plan (p164, 165). This condition assessment was carried out by GWRC and didn't take account of seismic risk.

WCC Role	Current Situation	Opportunities for improvement
Adshel Contract	<p>In 2000 the Council entered a 23 year contract with Adshel to provide and maintain street furniture including approximately 100 bus shelters. The scheme is at no cost to the Council. In addition to the benefits of enjoying free infrastructure, the Council receives a small share of the advertising revenues. The contract is due to end in 2023.</p> <p>The required number of bus shelters under this contract has been deployed. Where opportunities arise to install an additional Adshel shelter, this is done by agreement between the parties. Most activity under this contract relates to the relocation/redeployment of existing shelters to maintain the contracted numbers.</p> <p>In 2017 Adshel upgraded about 30 static advertising panels to LED screens. There are no plans to upgrade any others at present. Minor operational issues with noise and brightness of screens are being discussed with Adshel.</p> <p>As part of the suite of street furniture provided under this contract, there are three digital art panels in Courtenay place which display art collections and advertising.</p> <p>At present the revenue generated from this arrangement is treated like all other revenue and is used to reduce overall rates.</p>	<p>In 2020 the Council should commence a process to go the market to replace/renew this arrangement. It is likely to be advantageous to do so in a combined tender with other authorities (e.g. Auckland, Hutt City) who were part of the last process which was led by a team from Auckland City Council.</p> <p>Considering that both WCC and GWRC frequently get complaints about the weather protection provided by the current Adshel shelters, consideration should be given to an appropriate shelter specification prior to the contract renewal.</p> <p>The Council could decide to ring fence this revenue and dedicate it to enhancing public transport facilities. This could accelerate the bus shelter provision programme four fold.</p>
Smoke free shelters	<p>The Smoke free Wellington Action Plan 2016-17 identified that bus stops be made smoke free areas. This came into effect in May 2016. Stickers were provided by WCC and are currently maintained by the Cancer Society.</p> <p>We understand that sticker practices currently differ throughout the region.</p>	<p>The historic sticker replacement arrangement is not working systematically. This activity could form part of GWRC's maintenance agreement and standardisation throughout the region would be advantageous to minimise costs.</p>
Providing the walking network	<p>This gives access to the public transport system. It includes footpaths, accessways, street lighting to all bus stops and train stations This is a business as usual transport activity. Assets are in serviceable condition.</p>	<p>A programme could be developed to assess and address access deficiencies to key public transport nodes, e.g. rail stations and bus stops on core bus routes.</p>

WCC Role	Current Situation	Opportunities for improvement
Providing the Wellington Bus Station (Lambton Interchange)	<p>WCC owns the land and buildings.</p> <p>WCC has contracts with cleaning and maintenance contractors. GWRC work closely with WCC on the day to day management and improvements programme. GWRC provides public transport signage within the facility. GWRC is responsible for management of behaviour of bus operators within the facility.</p> <p>The day to day management and maintenance is fully funded by GWRC. The parties are currently discussing a lease agreement for this complex.</p>	
Providing and regulating car parking near bus stops and train stations	<p>This is a business as usual transport activity. Assets are in serviceable condition.</p> <p>In November 2018 WCC undertook research² to assess the degree of parking overspill around train stations and near Karori Tunnel. The surveys showed that in most areas, overspill was limited to one or two streets near the station and overspill was quite minimal, not spreading further than 200 metres from the station. Johnsonville was the exception with overspill ranging out to 400 metres. On-street parking demand (from all sources) near Johnsonville was recorded as 163 vehicles. Parking demand near Karori Tunnel, in on-street and off-street locations, was recorded as 57 vehicles with 10 vacant spaces still available on Chaytor Street.</p> <p>WCC only has anecdotal evidence about the amount and location of informal park and ride that is occurring around bus stops and bus hubs. This does not yet seem to be at a level which is causing any significant concern.</p> <p>GWRC is currently thinking about its park and ride policies (with a focus on train station access). WCC is working collaboratively with GWRC on the review, and will likely submit on draft documents in due course (possibly in 2020 when it is formally released for consultation as part of the planned review of the Public Transport Plan).</p>	<p>Continue to seek solutions to Johnsonville parking associated with the redevelopment of the mall.</p> <p>A programme could be established to collect parking data at sites of particular concern.</p>

² Park and Ride Overspill Survey November 2018.

WCC Role	Current Situation	Opportunities for improvement
Determining whether overweight vehicles can operate on the city's roads	WCC, as the local Road Controlling Authority, must authorise oversized and overweight vehicles to be used on the city's roads, and under what conditions. Some of the new buses required this approval (e.g. all double deck buses). The approval is subject to an agreement and cost contribution by GWRC for additional wear and tear.	
Determining Resource Consents for bus shelters and other infrastructure that require consent under the District Plan	Somewhat uniquely, Wellington's District Plan requires bus shelters to have a Resource Consent when adjacent to residential sites. The statutory planning process is administered by WCC.	Reconsider this requirement in the upcoming District Plan review.
Determining objections to the placement of a bus shelter under the provisions of the Local Government Act	Affected parties who lodge an objection to a proposed shelter location under section 339 (2) of the Local Government Act 1974, must be heard by the Council. This is currently covered by delegations to the Regulatory Processes Committee ³ .	

³ Terms of Reference and Delegations, adopted 9 November 2016, RPC delegation 4.

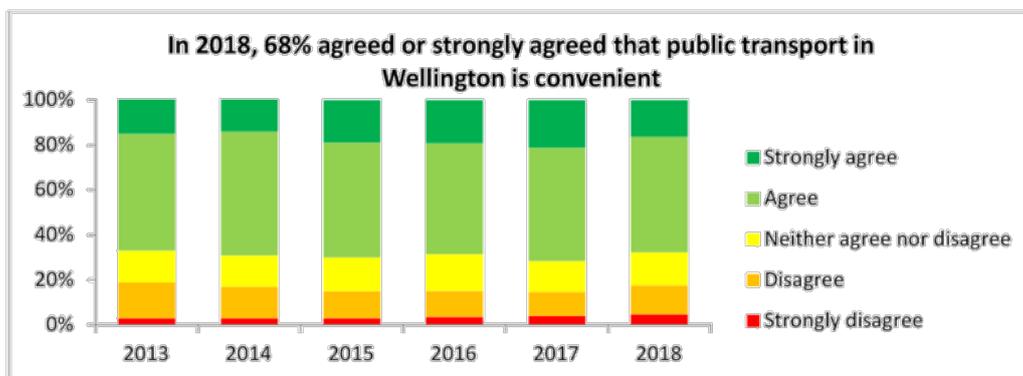
WCC Role	Current Situation	Opportunities for improvement
<p>Providing the Hataitai bus tunnel</p>	<p>This single lane tunnel was opened in 1907 to service a tram network. It is WCC's longest tunnel at 500 metres. It has a 30 km/h speed limit. Due to the restricted width, it has no pedestrian facility. Double deck buses do not fit through the tunnel and markings have recently been installed to help guide drivers.</p> <p>WCC owns this asset and is responsible for all maintenance and renewal activities.</p> <p>Seismic strengthening was completed in 2014/15.</p> <p>Traffic use is controlled by a bus lane traffic restriction: <i>"Bus only lane for public transport services which are registered with the Greater Wellington Regional Council, vehicles used for bus breakdown services and repair of the trolley bus overhead wires, where these relate to buses permitted to use the tunnel and emergency service vehicles only at all times"</i> (approved 19 August 2010).</p> <p>There are no memoranda of understanding or other documents in place with bus operators to manage use. There does not appear to be a need for additional controls at this time.</p>	

WCC Residents' Monitoring Survey

The Council's annual Residents' Monitoring Survey asks two specific questions regarding public transport, one on convenience and one on affordability. Results are shown in the following charts.

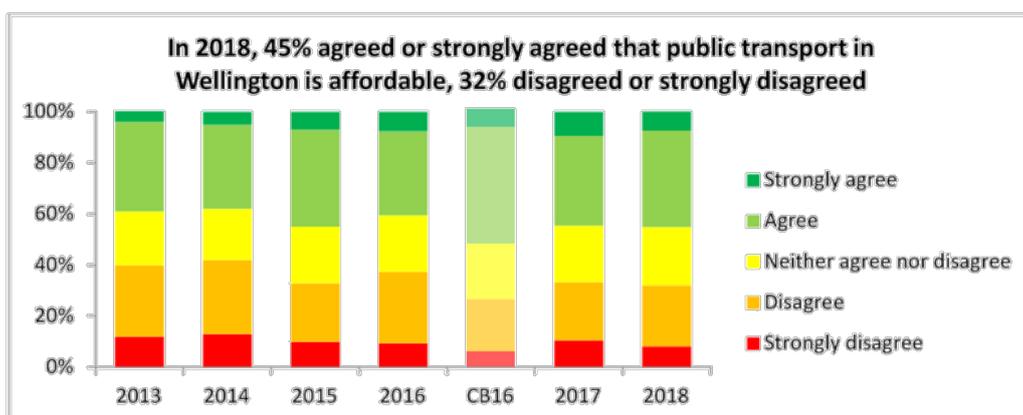
Convenience

In 2018, 68% of people report the system as convenient and this proportion had been increasing (improving) in recent years. However, 2018 data shows a slight reversal in the improving trend. The data was collected prior to the new bus network changes in mid July 2018, but would have been affected by the decrease in service reliability that occurred in the lead up to the changes.



Affordability

More people agree public transport is affordable than those that do not, but one third of people report fares as being unaffordable. This aspect is outside of the control of WCC as fares policy is the responsibility of GWRC and NZTA. WCC submitted on GWRC's fare review in September 2017 and supported fare discounts and other measures to improve affordability. The new bus network changes, implemented mid July 2018, which included a number of new fare discounts, do not affect the 2018 results as the data was collected prior to the changes.

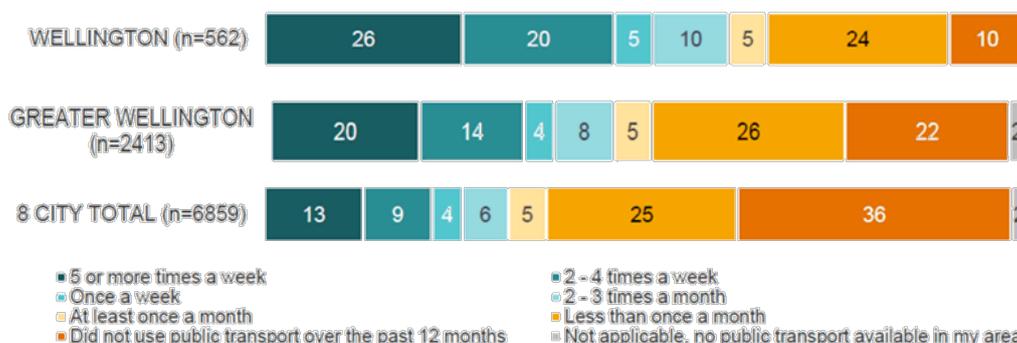


2018 Quality of Life Survey

The Quality of Life survey (Nielsen 2018) is a partnership between eight New Zealand councils and measures people’s perceptions over several domains related to quality of life. A random selection of residents from each council area were invited to participate either online or via a hardcopy questionnaire. The survey was completed by 7615 people aged 18 years and over between 10 April – 3 June 2018 (prior to the new bus network becoming operational, but probably influenced by the decrease in service reliability that occurred in the lead up to the changes).

When asked why the Wellington region was a better place to live, 16 percent of respondents cited good public transport as a reason (table 4.2). Conversely, when asked for reasons of why Wellington region got worse as a place to live, poor public transport was cited by 15 percent of respondents. This result was by far the largest response across the peer group, but interesting only about half the 29 percent who cited more traffic/congestion (table 4.1).

The survey showed **frequency of use** in Wellington City to be significantly higher than the regional or national results (from figure 6.1):

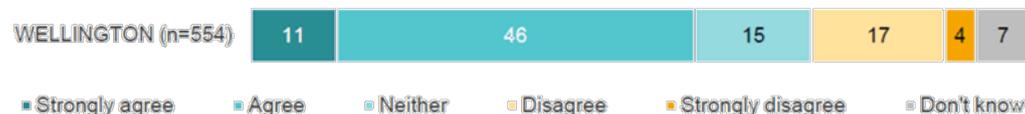


The remaining results for public transport in Wellington City are presented from lowest to highest satisfaction. In all cases more respondents were satisfied than dissatisfied.

48 percent agreed public transport was **affordable**, and 30 percent disagreed (from figure 6.2):



56 percent agreed public transport was **reliable**, and 21 percent disagreed (from figure 6.5):



67 percent agreed public transport was **frequent**, and 15 percent disagreed (from figure 6.6):



85 percent agreed public transport was **easy to access**, and 6 percent disagreed (from figure 6.4):

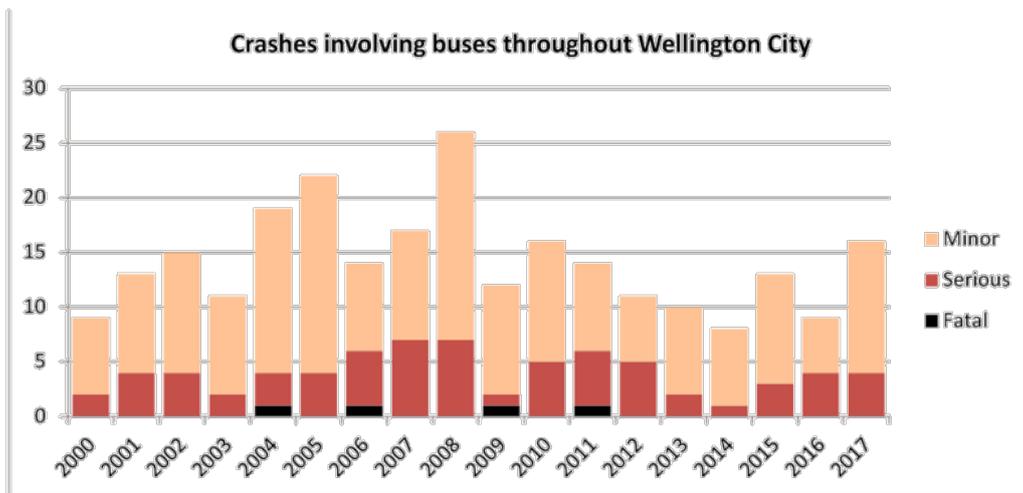


90 percent agreed public transport was **safe**, and 2 percent disagreed (from figure 6.3):



Safety Overview

Since 2000 there have been 1119 crashes reported in Wellington City involving buses⁴. Of these reported crashes, four resulted in fatal injuries, 71 in serious injuries, 193 in a minor injuries, and 851 were non-injury crashes. The number of crashes fluctuates year to year. The more important crash rate for deaths and serious injuries has been fairly low, ranging from one to four per year over the last five years, with none resulting in fatal injuries.



In 2010 WCC reopened Manners Street to buses as part of the 'Restoring the Golden Mile' project. A recent review of injury crashes on the Golden Mile over the 10 year period 2008 – 2017 shows there have been 174 injury crashes resulting in two fatal, 42 serious and 130 minor injuries. Pedestrians were involved in 115 of these involved, with about 45% involving a bus. There has been a downward trend in all injury crashes occurring on the Golden Mile. WCC has implemented a number of risk reduction measures along this route over the period 2010 to 2018, and is continuing to regularly monitor the situation with a view to identifying further safety improvements.

⁴ Source: NZTA Crash Analysis System.

Bus Priority Programme

Wellington has 23 bus lanes throughout the city. Locations and restrictions are set out on the Council's website: [Bus Lanes](#). There are two types of restrictions:

- Bus Lane (which can also be used by taxis, bicycles and motorcycles)
- Bus Only which should only be used by buses.

Both types of bus lanes have varying hours of operation. Many operate during week day peak periods only, but some apply at all times.

A [Bus Priority Plan](#) was adopted by the Strategy and Policy Committee in 2007. The substantive decision by the Committee was to *"agree that detailed bus priority schemes be developed, firstly for the central city, which will be consulted on before being brought back to committee for approval"*.

WCC's Long-term Plan 2018-2028 signals an investment of \$38.4 million for Bus Priority Improvements over the 10 year period. The Plan states *"The areas that will be included in our bus priority programme will be informed by and align with the Let's Get Wellington Moving (LGWM) and cycling programmes of work"* (page 126).

For the first three years, the plan is to invest some \$4.9 million as shown below.

2018/19	2019/20	2020/21
\$1,975,000	\$1,751,000	\$1,214,000

The investment level stays at around \$1.4 million per annum for years 4 to 7, then rises to around \$4.7 million for each of the last three years of the plan (page 222). This indicative funding will need to be reviewed once decisions have been made around the scope and timing of related LGWM investments. The timing of this realignment is at least a few months away.

No significant progress has been made on this project at present, largely due to the need to wait in order to align work with the LGWM programme.

The Draft Annual Plan 2019/20 has a proposal to reduce the Long-term Plan's bus priority investment from \$1,751,000 to \$689,000 for 2019/20 as we will be incorporating the majority of our bus priority measures through LGWM and by integrating our planning for other projects like cycleways. The Annual Plan is due to be confirmed on 26 June 2019.

WCC and GWRC are currently collaborating to identify and deliver bus priority improvements as a matter of urgency. Delivery is anticipated to progress as part of the LGWM programme.

The development of a Bus Priority Programme Business Case will be necessary to support an application to the Transport Agency for funding assistance.

Fares and Fare Zone Boundaries

All matters regarding fares, fare zones and boundaries are the responsibility of Greater Wellington Regional Council. WCC regularly submits to GWRC advocating for more affordable and equitable fares.

Public Space Design Manual

The Public Space Design Manual provides guidance for infrastructure when planning public spaces. Bus shelter designs are consistent with the guidance.

The manual was last updated in 2009 and is overdue for a review. This action is identified on the work list for the City Design and Place Planning business unit but at present the scope and timing of the review has yet to be determined.



Increasing the reliability and travel times of buses

1. Summary

- 1.1 Public transport is a critical element to achieving the vision for Wellington, providing access to jobs, education, and leisure activities and ensuring people have good travel choice. At the heart of this vision is the need to move more people with fewer vehicles, particularly at peak travel times. While the proposed Let's Get Welly Moving (LGWM) programme will deliver a mass transit spine (although the timing of this is not certain), a reliable and efficient bus system will continue to be critical to Wellington – both now and well into the foreseeable future.
- 1.2 There have been a number of attempts to address bus network issues and make the bus system more attractive by improving bus reliability and operations, but to date, none of this work has resulted in meaningful, city-wide bus priority. Therefore, we need to urgently carry out the planning and design work to provide increased priority for buses on the road network so that bus journeys are more reliable and time competitive with driving.
- 1.3 Targeting reliability and journey times along the routes carrying the most people will enable other outcomes like mode shift, increased customer satisfaction, less traffic and reduced emissions to be achieved.
- 1.4 This paper proposes the establishment of a joint programme between GWRC and WCC to develop and deliver an Action Plan of bus priority improvements. Early discussions have involved the NZTA who are a key partner for this programme also. The Action Plan will outline a clear, evidence based and prioritised programme of work that will result in faster bus journey times and improved reliability along the routes carrying the most people. The intention is to begin to deliver physical improvements as quickly as practicable.

2. Moving more people with fewer vehicles

- 2.1 We want Wellington to have the core characteristics of a globally competitive city and region. It will have a diverse knowledge economy, high amenity and liveability, high housing density and diversity, and a compact central city with strong regional connections.
- 2.2 We want our city and region to continue to grow and prosper, but growing traffic volumes will only detract from the city's amenity and liveability, eroding the things about Wellington that make it a great place to be. So, as we grow, we need to ensure we can move more people with fewer vehicles.



- 2.3 Through the LGWM programme we plan to deliver an integrated transport system with high-quality walking, cycling, and public transport that supports efficient journeys and an attractive and compact city that's more sustainable, accessible and safe. This approach is aligned to the City's sustainable transport hierarchy, Urban Growth Plan, Low Carbon Capital Plan and the strategic direction of the Regional Land Transport Plan and the Regional Public Transport Plan. Public transport plays a critical role by providing access to jobs, education, and leisure activities, ensuring people have good travel choice and enabling the movement of more people with fewer vehicles.
- 2.4 While the mass transit system proposed by LGWM will allow us to move more people with fewer vehicles, we will still rely on our bus network to move many people across the city. In the shorter term this is all across the city, and in the medium to long term for those areas not served by the mass transit spine.
- 2.5 Wellington has an extensive and very highly utilised bus network that provides the primary form of public transport in the City. This includes:
- 60,000 boardings per day (average weekday)
 - 18 million boardings per annum
 - 15 percent to 20 percent of people working in Wellington CBD access their place of work by bus
 - 75 percent of people live within 1 km (approximately 10-minute walk) of a high frequency route
- 2.6 Our population is forecast to continue to grow, increasing demand for travel. It's important that as many of those new trips as possible are by walking, cycling and public transport to support the city vision.
- 2.7 We have seen steady growth in bus patronage in Wellington city over the past decade and we need to ensure this continues by providing more capacity in the bus system and making bus journeys more attractive. Patronage growth has also been experienced right across the network, including rail and bus beyond Wellington City. A successful regional public transport network is critical for a successful functioning CBD area.
- 2.8 More people catching public transport means less car traffic in the central city, contributing to a more pleasant urban environment and better places for people. It will also help us reduce air pollution and carbon emissions.

3. The need to improve the reliability and speed of buses

- 3.1 To deliver our goal of moving more people with fewer vehicles we need to make journeys by bus more competitive with journeys by car. Many people who currently drive into and through central Wellington city do so because they find driving quicker and more reliable than public transport. There are also a range of other factors that will need to be considered which influence travel choices including cost, convenience and comfort levels.
- 3.2 In recent times, the bus system has had extensive challenges resulting in disruption and considerable public concern about reliability of services. This has particularly been the case over the past 12 months as several significant changes were implemented to the bus system including PTOM, new bus hubs, meal break



legislation and changes to routes and timetables. If buses are able to move through the network more efficiently, this will lead to better services overall – it will mean we can deliver more services with the scarce resources of buses and drivers we have available.

- 3.3 There is strong public interest in bus reliability and with journey times. This issue is illustrated through the Nielsen's 2018 Quality of Life Survey which reported that just 56 percent of those surveyed from Wellington City thought public transport was reliable (this survey was conducted before the bus network changes in mid-2018). Similarly, Metlink's customer satisfaction survey (Gravitas, November 2018) reported just 61 percent of Wellington City respondents were satisfied with bus travel times.
- 3.4 These are not new challenges, several studies over the years have identified the importance of improving bus reliability and journey times, with bus priority measures identified as a key response. Bus on bus congestion has also been recognised as impacting on reliability and journey times and one of the objectives of the new Wellington City bus network, introduced in July 2018, was to reduce the number of buses on key corridors such as the Golden Mile to improve operational efficiency, improve reliability and provide opportunities to cater for future growth. Evidence to date demonstrates that this has been successfully achieved.
- 3.5 GWRC has made it a priority to continue to improve the network elements of bus reliability and has an extensive programme underway to work through service issues. This includes working with bus operators to address driver shortages and adjust timetables. Wider initiatives will also improve service provision, such as introduction of integrated ticketing systems to be rolled out from 2021 and stage two of the post implementation review of the bus system, which is currently underway. The primary focus of the stage two review is to look at the network design and timetables with the community to determine if there are changes that can be made to better meet their needs.

4. Evidence base for reliability and speed challenges

- 4.1 To get a high-level understanding of the scale of the problem, real time passenger information data has been analysed for core routes that, in combination, provide coverage along all the key bus corridors. For each section of each corridor, the analysis has been completed to understand the following:
 - Average travel speed
 - Range between peak and off-peak average speed
 - Travel time variability
 - Passenger volumes

A high-level summary of this information is shown on Maps 1-3 in Appendix 1.

Reliability

- 4.2 The impact of traffic congestion on slow bus journeys is evident by the significant variation in bus travel times along a given route at different times of the day and week.



Achieving competitive journey times will always be challenging when buses are sitting in the same queue as general traffic.

4.3 The bus system needs to be reliable, so that people can be confident that it will arrive when they expect, there is capacity for passengers to be picked up and can get them to work, school or other places when they need to be there. Reliability therefore includes a range of issues including:

- whether a bus service runs at all – addressing this is part of the wider programme of work to address bus service issues. While less than 1 percent of scheduled services are cancelled on average each day¹, even this is unacceptable as it undermines the trust and confidence people have in the bus system;
- capacity at peak times to meet demand so that a service can pick up passengers along the route
- variability (or predictability) of bus travel times. Currently travel times are highly variable – there can vary by +/- 20 percent between one day and the next for the same service; and
- punctuality - whether a service runs to the scheduled time. This is directly impacted by the variability in travel times.

4.4 By way of example of reliability of issues:

- Route 1 Island Bay to Wellington Station is scheduled to take 40 minutes during the AM peak period, equivalent to an average speed of 12km/h for the 8km route
- While observations show that peak period journeys do take around 40 minutes on average, there is considerable variability in travel times and speeds from one day to the next
- Data shows a range of 16 minutes e.g. the journey can take between 32 and 48 minutes (between the 15th percentile travel time of 32 minutes /16km/h and 85th percentile travel time of 48 minutes / 10km/h)

4.5 The bus routes and locations that suffer the greatest journey time variability are shown on the Map 1 in Appendix 1. These routes will be a priority in this work.

Travel times and speed

4.6 In terms of bus speeds, the average speed during peak periods are 15 to 20km/h, with typical speeds not much higher in the off-peak. On certain parts of the network such as the Golden Mile or between Wellington Hospital and the CBD, average speeds for some services drops below 10km/h. As a result, the bus service is not time competitive with driving. A target speed that is comparable with international best practice is 22km/h – a 10-30% increase on current performance.

4.7 This is illustrated in Figure 1 below which shows travel times by public transport in relation to driving. This highlights that:

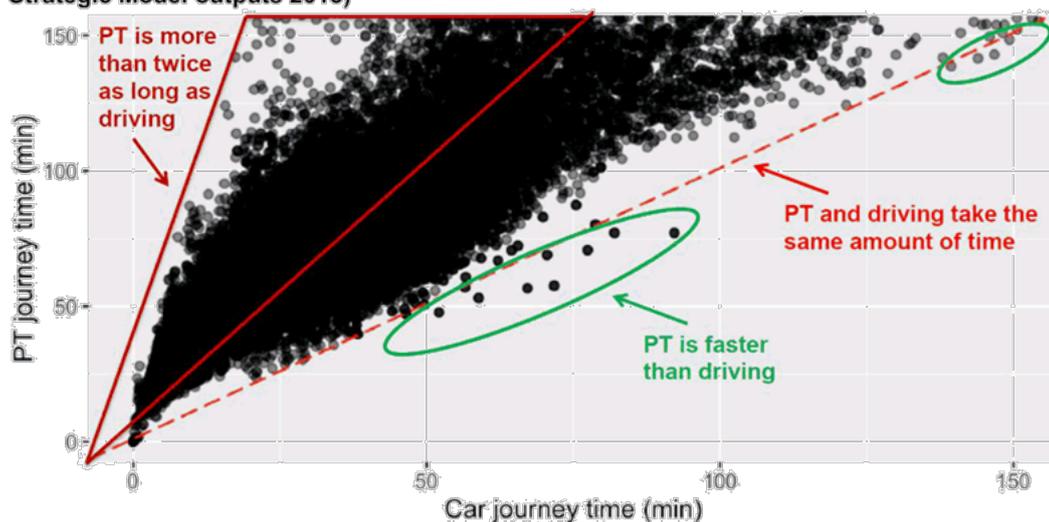
- in a very few instances taking public transport is slightly faster than driving or takes about the same amount of time. However, in all these instances, this is by train rather than bus

¹ <https://www.metlink.org.nz/assets/Uploads/Metlink-Monthly-performance-report-Apr-19.pdf>

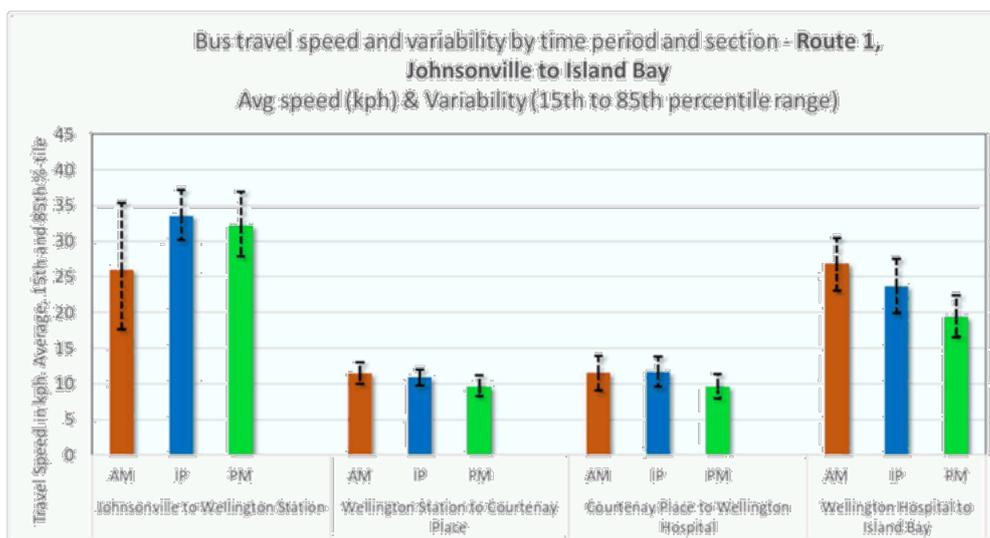


- for nearly all journeys, taking the bus is slower than driving
- for around 50% of journeys, taking the bus is at least twice as slow as driving

Figure 1: PT journey times relative to driving (source data Wellington Transport Strategic Model outputs 2013)



- 4.8 The bus routes and locations that suffer the slowest speeds are shown in the Map 2 in Appendix 1.
- 4.9 Reliability and speeds are interrelated, Figure 2 below provides an example of analysis of the variability and speed issues for Route 1 from Johnsonville to Island Bay:





4.10 The analysis of this route shows:

- Johnsonville to Wellington Station - moderate speed but highly variable during the AM-peak
- Wellington Station to Courtenay Place – slow throughout the day (average ~10km/h), worst in PM peak
- Courtenay Place to Wellington Hospital – slow and variable, worst in PM peak
- Wellington Hospital to Island Bay – reasonable speeds in AM peak and Inter-peak, slower in PM peak, highly variable throughout the day

Further analysis is required

- 4.11 As part of developing the bus priority Action Plan, more detailed analysis will be undertaken, initially focusing on the four core routes – 1 (Island Bay to Johnsonville), 2 (Miramar to Karori), 3 (Lyal Bay to Wellington Station) and 7 (Brooklyn to Wellington Station) providing coverage across all core corridors.
- 4.12 The maps in Appendix 1 show variability in PM peak travel time, average PM peak speeds and passenger volumes across the network.
- 4.13 This information will be used to identify sections that have a high level of variability, slow speeds and high volumes. In the next stage of investigations, this information will be used to prioritise routes and sections for more detailed analysis on what is causing these issues to inform the range of potential solutions.

5. Outcomes and benefits

- 5.1 Based on the challenges and evidence outlined above, the key outcomes we have used to inform where to implement bus priority and route improvements on the city's road network are routes that meet the following criteria:
- A need to deliver improved journey reliability and reduced variability
 - A need to improve average speeds to deliver quicker journey times
 - Core routes that are used by large numbers of passengers
- 5.2 Targeting reliability and journey times along the core routes carrying the most people will enable other outcomes like mode shift, increased customer satisfaction, less traffic and reduced emissions to be achieved.
- 5.3 Consideration of a number of other matters will also be critical as we investigate specific options and solutions, such as:
- Accessibility
 - Integration with other modes
 - Urban design and place making
 - Buildability/feasibility
- 5.4 There will also be operational efficiencies that will arise from faster travel times and increased reliability. This could have a significant cost saving that can be re-invested



back into the network, and help reduce the impact of other challenges, notably driver shortages.

6. Alignment with Policy context

- 6.1 The Regional Land Transport Plan 2015 identifies 'a high quality, reliable public transport network' as one of eight strategic objectives for the region. 'Improved public transport reliability and journey times' is identified as a key outcome in the plan. Bus priority is identified as an important measure to achieve this outcome.
- 6.2 The Regional Public Transport Plan (RPTP) 2014 identifies bus priority measures as an important tool to address bus journey times and reliability. Policy 2b is to 'Improve public transport journey times to provide a service that is competitive with car travel, particularly on core routes'. An associated action is for Greater Wellington to work with Wellington City Council to provide bus priority measures and rationalise bus stops on core bus routes based on analysis of delays and passenger numbers. We expect a review of bus stop locations to also occur on these key routes, to ensure we optimise the network.
- 6.3 Continuing to improve the capacity, frequency, and quality of public transport, particularly on core public transport corridors to and within Wellington City, to encourage patronage growth and mode shift away from private cars is expected to be an important focus of the next RPTP which will likely signal increased emphasis on priority for public transport on core corridors, particularly through the Wellington City CBD.

7. Alignment with LGWM and work already underway

- 7.1 Delivery of a bus programme to improve bus reliability and average speeds as outlined in Section 8 below, will need to be fully integrated and aligned with existing and planned activity. In particular, the programmes and projects outlined below.

GWRC bus service reliability improvements: As noted above, GWRC are already highly focussed on improving the current bus service and see increased bus priority as a key element in delivering better services.

Let's Get Welly Moving: The LGWM programme will result in significant enhancement of the public transport system in the medium term. As part of the Early Delivery programme, bus priority measures will be implemented along the Golden Mile and Thorndon Quay / Hutt Road. The process of design and stakeholder engagement as part of the bus priority programme needs to be aligned with and enable future delivery of the LGWM programme as these will overlap in terms of both routes and stakeholder interests.

WCC Cycle programme, maintenance programme and other committed projects: There is an opportunity to deliver early bus priority improvements through existing committed projects which will also help to ensure a multi-modal approach is taken. For example, the Southern Connections cycleway provides an opportunity to deliver improved priority for people on bikes and for buses from the Basin to Island Bay.



WCC/ GWRC Shared Work Program: This joint program is looking at closing out the bus hub implementation, improving access to existing bus stops to improve safety outcomes, creating new bus stops to improve customer service outcomes as well as accelerating the delivery of new bus shelters across the city.

WCC/ GWRC operations: GWRC and WCC officers meet monthly to share intelligence which may affect bus operations such as upcoming events and major road works.

8. An Action Plan for Bus priority measures on the road network

- 8.1 Increasing the priority for buses is one of the tools in a wider transport system approach that we can use to make it easier for buses to move around reliably, at a reasonable speed and on time. As noted above, this needs to be integrated with a wider approach to improve service and make public transport a more attractive option.
- 8.2 Changes to the network to give greater priority for buses will require that in some locations there are changes to parking, bus stops and priority for cars. This could include kerb alignment, changes to existing or new bus lanes, changes to the timing of traffic lights, removal of trees or other obstructions.
- 8.3 This will require some challenging trade-offs and decisions around road space allocation and access to bus services. The design of solutions will also require careful balance to ensure that walking, cycling and other modes are not unduly impacted, and wherever possible benefits for other modes as well as a high level of urban design quality are also delivered.
- 8.4 To achieve this requires a fully collaborative approach between GWRC (accountable for bus services), WCC (accountable for the public realm including the transport network), as well as being closely aligned to the delivery of LGWM and working closely with NZTA to ensure support for funding, design and delivery.
- 8.5 A joint programme has been established to develop and deliver a joint Action Plan of bus priority improvements. The Action Plan will outline a clear, evidence based and prioritised programme of work that will result in improved reliability and journey times along the core routes carrying the most people.
- 8.6 The programme will be jointly governed by senior officers from WCC and GWRC, supported by a programme director who will drive co-creation and delivery of the Action Plan.
- 8.7 The approach to the programme recognises that there is an urgency to deliver the outcomes to increase public trust and confidence in the bus system and to enable delivery of the LGWM programme. This will require an agile and innovative approach, including to engagement, design, trials of solutions and processes.
- 8.8 We are in the process of establishing a team that will be accountable for development of the Action Plan by September 2019. The Action Plan will set out why, where and how bus priority improvements will be delivered.
- 8.9 The high-level scope of the Action Plan will align with NZTA's Programme Business Case requirements, covering the following matters:



The case for change (why story) supported by a clear evidence base to inform and direct the programme:

- problems, benefits and outcomes
- priorities, key issues to resolve, customer insights
- targets for improvement including for reliability and average speeds

Options analysis:

- confirmation of the key routes and sections
- specific issues and opportunities on each priority route and section
- staging – including potential early improvements

How the programme is governed and integrated with LGWM and the wider GWRC bus service improvement programme, as well as other projects and integration with NZTA

How the programme will be delivered:

- workstreams required and resource requirements
- procurement and funding
- stakeholders, engagement and communication
- approach to trials, innovation and design labs
- process requirements, challenges and opportunities
- policy guidance and gaps to inform design solutions

8.10 During the development of the Action Plan, opportunities for early improvements will continue to be explored to ensure an ongoing focus on delivery of benefits.

8.11 Development and delivery of the Action Plan will be supported by a proactive communications and engagement strategy. This must be closely integrated with LGWM. This will also need to ensure that customer insights into route and location specific issues are able to inform the programme and design solutions.

9. Next Steps

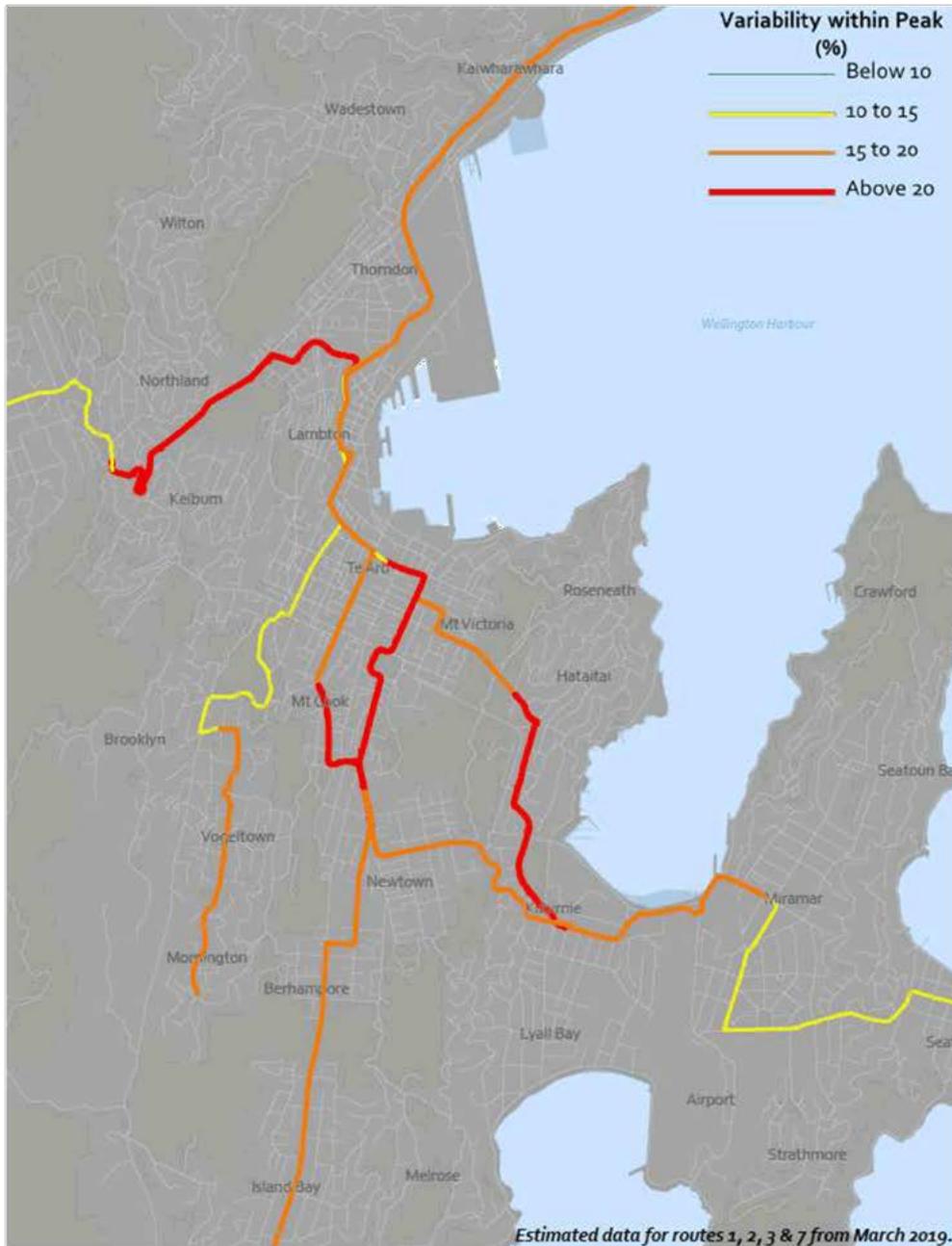
9.1 The Action Plan will be developed by September 2019. Regular updates will be provided back to the Committees in the intervening period.

9.2 An indicative process and timeline for the development of the Action Plan is set out below in Appendix 2.



Appendix 1: Maps of variability, journey times and volumes

Map 1: Variability of journey times at PM peak (estimated based on routes 1, 2, 3, 7 March 2019 data)



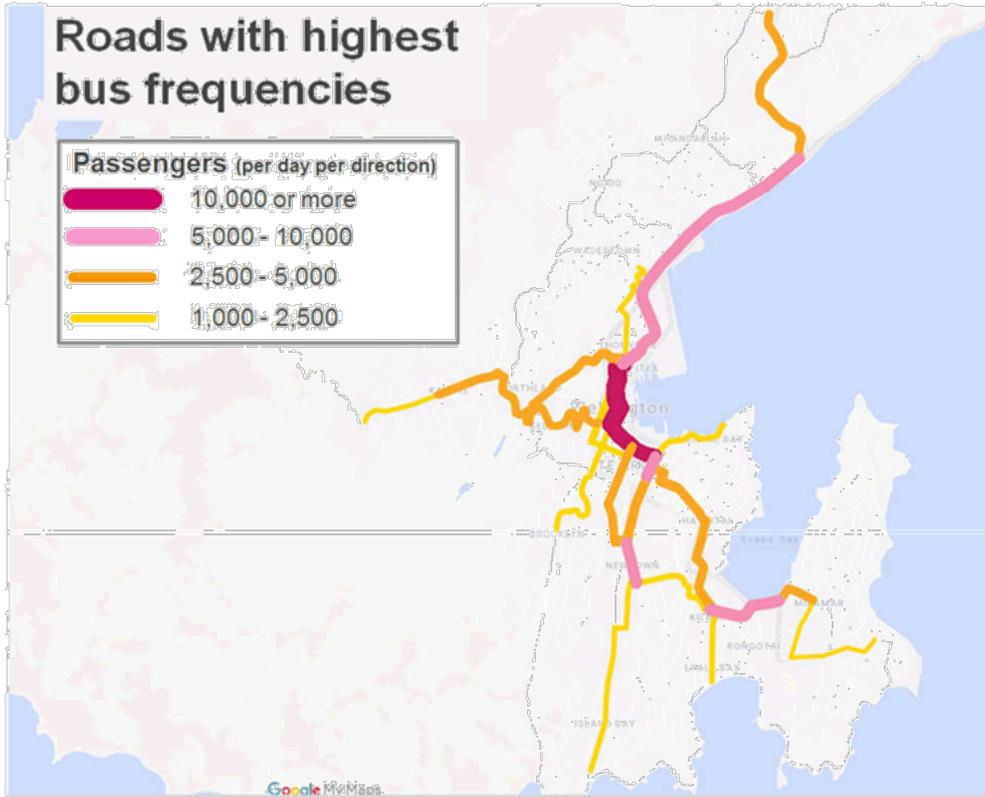


Map 2: Average speeds at PM peak (estimated based on routes 1, 2, 3, 7 March 2019 data)



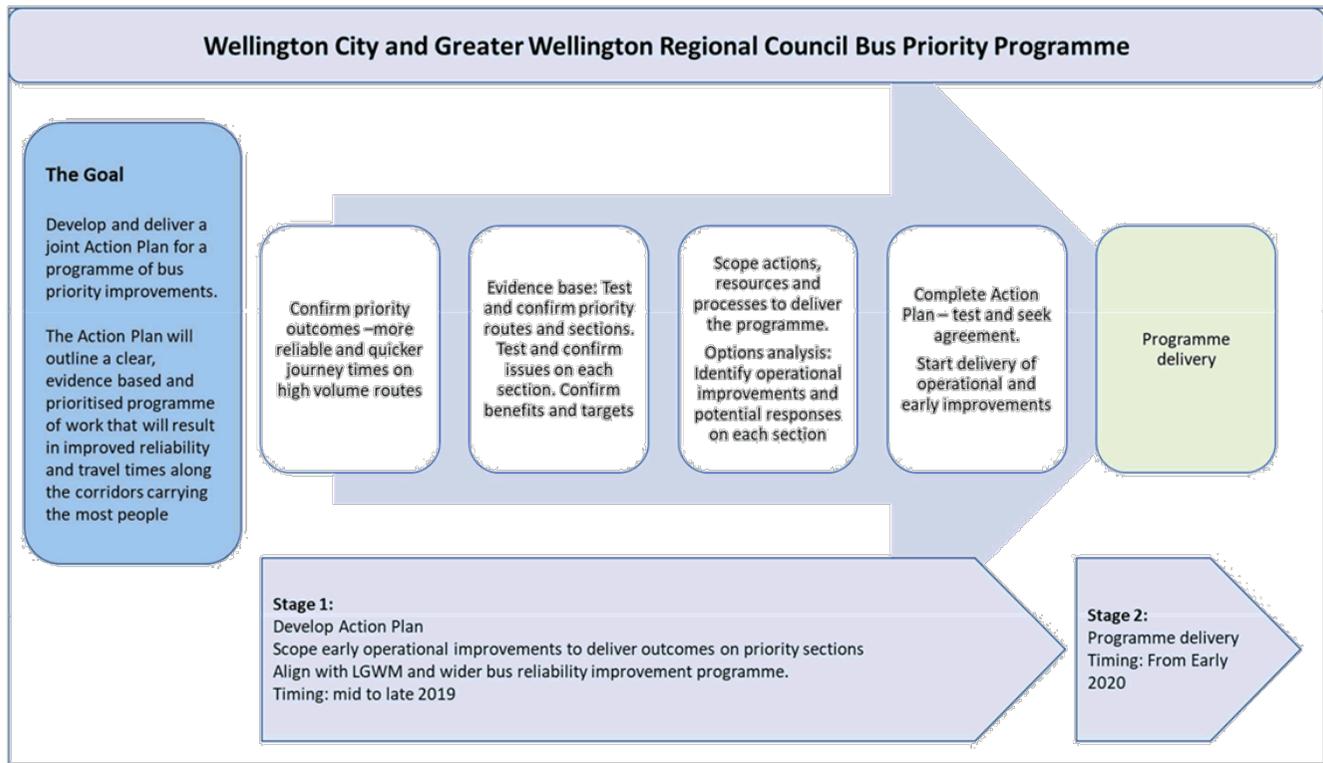


Map 3: Roads with highest volumes of passengers (estimated based on March 2019 data)





Appendix 2: Process and timeline for Bus Priority Action Plan



GWRC and WCC – Increasing the reliability and travel time of buses

4. Committee Reports

REPORT OF THE GRANTS SUBCOMMITTEE MEETING OF 30 MAY 2019

Members: Mayor Lester, Councillor Dawson, Councillor Day, Councillor Free (Chair), Councillor Gilberd, Councillor Young.

TWO REPORTS

A. ARTS AND CULTURE FUND: MULTI-YEAR FUNDING 2019/20

B. SOCIAL AND RECREATION FUND: MULTI-YEAR FUNDING 2019/20

The Grants Subcommittee recommends:

A. ARTS AND CULTURE FUND: MULTI-YEAR FUNDING 2019/20

Recommendation/s

That the City Strategy Committee:

- Approves the allocation of multi-year contract funding (from 1 July 2019) for applications 1 and 2 being allocations of greater than \$100,000 as listed below, subject to Arts and Culture funding being available through the Annual and Long-Term Plan.

#	Organisation Name	Amount requested	2018/19 funding	Recommendation 2019/20	Comments
1	Creative Capital Arts Trust	\$160,000	\$123,992	\$145,000	Support for the NZ Fringe Festival, two year contract, with inflationary increase in 2020/21
2	Katherine Mansfield Birthplace Society	\$116,350	\$116,350	\$116,350	Support for the Katherine Mansfield House and Garden two year contract, with inflationary increase in 2020/21
				<u>\$261,350</u>	

B. SOCIAL AND RECREATION FUND: MULTI-YEAR FUNDING 2019/20

Recommendation/s

That the City Strategy Committee:

- Approves the allocation of multi-year contract funding (from 1 July 2019) for applications 12, 22 and 25, being allocations of greater than \$100,000 as listed below, subject to Social and Recreation funding being available through the Annual and Long-Term Plan.

#	Organisation Name	Amount requested	2018/19 funding	Recommendation 2019/20	Comments
12	Citizens Advice Bureau Wellington Incorporated	\$214,581	\$210,787	\$214,551	Operational support for network of CAB's, three year contract with inflationary increases in 2020/21 and 2021/22. Officers will work with WELCAB to implement review and WCC will support transition to new premises.
22	Newtown Community & Cultural Centre	\$207,625	\$203,554	\$207,625	Support for community centre activity, includes operational support for SMART Newtown (\$108,173) and management of NCCC and Daniel Street Hall, three year contract with inflationary increases in 2020/21 and 2021/22.
25	Strathmore Park Community Centre Trust	\$160,000	\$95,165	\$160,000	Support for community centres at, Strathmore and Raukawa three year contract with inflationary increases in 2020/21 and 2021/22.
				<u>\$582,176</u>	

Attachments

Nil

5. Public Excluded

Recommendation

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
5.1 Proposed land acquisition	7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.