
ORDINARY MEETING

OF

**PŪRORO ĀMUA | PLANNING AND ENVIRONMENT
COMMITTEE**

MINUTES

Time: 9:30am
Date: Thursday, 9 June 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Mayor Foster
Deputy Mayor Free
Councillor Calvert
Councillor Condie (via audiovisual link)
Councillor Day
Councillor Fitzsimons
Councillor Foon
Liz Kelly
Councillor Matthews
Councillor O'Neill (via audiovisual link)
Councillor Pannett (Chair)
Councillor Paul (Deputy Chair)
Councillor Rush
Councillor Woolf
Councillor Young

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9:41am and invited members to stand and read the following karakia to open the meeting.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

1.2 Public Participation

1.6.1 Kate Clarke

Kate Clarke addressed the meeting regarding item 2.1 Petition: Tinakori Road Cycleway

1.6.2 Cycle Wellington

Representing Cycle Wellington, Patrick Morgan and Andrew Jacombs addressed the meeting regarding item 2.1 Petition: Tinakori Road Cycleway and item 3.1 Approach to Speed Management.

1.6.3 Emma Osbourne

Representing Cycle Wellington, Emma Osbourne addressed the meeting regarding item 3.1 Approach to Speed Management.

1.6.3 Marion Leighton

Marion Leighton addressed the meeting regarding item 3.1 Approach to Speed Management.

1.6.4 Richard Murcott

Richard Murcott addressed the meeting regarding item 2.1 Petition: Tinakori Road Cycleway.

1.6.5 Henry Lockhart

Henry Lockhart addressed the meeting regarding item 2.1 Petition: Tinakori Road Cycleway and item 3.1 Approach to Speed Management.

1.6.6 Mark Hundal

Representing oOh!Media, Mark Hundal addressed the meeting regarding item 3.3 Guidelines for Street Furniture Advertising.

1.6.7 Keith Hutton

Keith Hutton addressed the meeting regarding item 3.1 Approach to Speed Management.

Attachments

- 1 Keith Hutton
- 2 Richard Murcott

The meeting adjourned at 10:33am and reconvened at 10:50am with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Mayor Foster, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf and Councillor Young.

1.3 Apologies
There were no apologies.

1.4 Conflict of Interest Declarations
No conflicts of interest were declared.

1.5 Confirmation of Minutes

Moved Councillor Pannett, seconded Councillor Day, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Approves the minutes of the Pūroro Āmua | Planning and Environment Committee Meeting held on 12 May 2022, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.6 Items not on the Agenda
There were no items not on the agenda.

The meeting adjourned at 11:22pm and reconvened at 11:41pm with the following members present: Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf and Councillor Young.

(Councillor Day, Councillor Condie and Mayor Foster returned to the meeting at 11:43am.)
(Councillor Calvert returned to the meeting at 11:46am.)

2. Petitions

2.1 Petition: Tinakori Road Cycleway

Moved Councillor Pannett, seconded Councillor Young, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Carried

2.2 Petition: Parking changes for residents of Te Wharepouri St

Moved Councillor Pannett, seconded Councillor Foon, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Request officers provide further traffic engineering solutions to enable safer exiting from Te Wharepouri Street.

Carried

Secretarial note: The motion was moved with amendments, supported by officers, as marked in red.

Attachments

- 1 Te Wharepouri Petition Slides

3.4 Forward Programme

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Carried

3.5 Actions Tracking

Moved Councillor Pannett, seconded Deputy Mayor Free, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Carried

Meeting adjournment

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

- 1) Adjourn until the conclusion of the Pūroro Tahua | Finance and Performance Committee on Thursday 16th June 2022.

Carried

The meeting adjourned at 12:33pm.

The meeting reconvened at 1:01pm on Thursday 16 June 2022 with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Mayor Foster, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chairperson), Councillor Paul (Deputy Chairperson), Councillor Rush, Councillor Woolf and Councillor Young.

(Councillor Foon returned to the meeting at 1:04pm.)

(Councillor Fitzsimons left the meeting at 1:17pm and returned to the meeting at 1:18pm.)

The meeting adjourned at 1:42pm and reconvened at 2:25pm

3. General Business

3.1 Approach to Speed Management

Moved Councillor Pannett, seconded Deputy Mayor Free, the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information.
- 2) Agree the approach to speed management should propose:
 - a. a speed limit of 30 km/h for all non-arterial streets
 - b. a speed limit of 30km/h for arterial streets within city and town centres, near schools, near suburban shops and where cycling or pedestrian safety warrants lower speeds
 - c. a speed limit of 40km/h for all other arterial streets (with exceptions for a few arterial roads, and regional, national, high-volume roads which would remain at 50 km/h)
 - d. lower speed limits where appropriate (e.g., the existing 10 km/h on Cuba Street between Wakefield and Manners streets).
- 2e) Request officers work with Greater Wellington Regional Council to understand the likely effects of the proposed speed changes on bus travel times to ensure ongoing efficiency of the bus network.
- 2f) Request officers to do further work through the Let's Get Wellington Moving programme to look at opportunities for high quality, accessible, grade separated solutions for pedestrians and cyclists especially where there are major roading changes planned.
- 3B) Agree that officers will conduct preliminary engagement with schools to help inform a draft speed management plan, for reporting to Council in advance of wider public consultation (that will be undertaken by the Council, prior to the regional process where possible), planned to take place in mid-2023.
- 3) Note that officers will develop a detailed draft Speed Management Plan for community consultation. The consultation will follow a process specified in the Rule and be part of a regionally coordinated process.
- 4) Note that the next Council will consider the feedback from the **above** consultation and make decisions on safe and appropriate speed limits.
- 5) Agree that officers will work with Waka Kotahi to implement bilingual te reo traffic signs where possible in accordance with the vision of Te Tauihu, Wellington City Council's Te Reo Policy.
- 6) Agree that Kohanga Reo and Kura Kaupapa be added to the criteria listed in 2b).
- 7) Agree that public housing be added to the criteria listed in 2b).
- 8) Request officers prepare a traffic resolution process to change the speed limit within the existing lower speed zone in Newtown from 40km/h to 30km/h.
- 9) Direct officers to prepare a traffic resolution process to change the speed limit within the existing lower speed zone on Happy Valley Road from 70km/h to 50 km/h in

advance of the proposed Safer Speeds process.

- 10) Direct officers to investigate physical works to improve pedestrian safety near pedestrian crossings on Main Road Tawa between the southern end of Redwood Avenue and McLellan Street, acknowledging that the much needed speed reductions are likely to take longer than previously indicated to the community.

Secretarial note: The motion was moved with amendments as marked in red.

Procedural motion on item 3.1 Approach to Speed Management

Moved Liz Kelly, seconded Councillor Woolf, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

- 1) Agree that the item be laid on the table and brought back to the Pūroro Āmua | Planning and Environment Committee on 11 August 2022.

Carried

The meeting adjourned at 2:50pm and reconvened at 2:51pm with all members present.

(Councillor Day left the meeting at 2:52pm)
(Deputy Mayor Free left the meeting at 2:54pm).
(Councillor Condie left the meeting at 3:02pm.)
(Councillor Young left the meeting at 3:03pm.)

Secretarial note: Item 3.3 Guidelines for Street Furniture Advertising was not moved nor seconded, and will be brought back to Committee on 11 August 2022.

3.2 Housing Strategy and Proactive Development Programme

Moved Councillor Paul, seconded Mayor Foster, the following motion

Resolved

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information.
- 2) Request officers report back on prevalence of homelessness in Wellington City including gender and ethnicity analysis and impact of COVID-19 on homelessness (2020-2022) by end of September 2022 to either Pūroro Āmua | Planning and Environment Committee or Pūroro Rangaranga | Social, Cultural and Economic Committee.
- 3) Request officers report back on the criteria of the Te Kāinga programme.
- 4) Note the updates included in the final report of the Housing Action Plan 2020-22.
- 5) Note the Housing Action Plan is being revised for the 2022-25 triennium and will be brought to committee early in the new triennium. The revised Action Plan will incorporate work underway with Te Tākai Maru Tangata Rōpu, the Māori housing group, and decisions recently made on accessibility targets.
- 6) Note the findings of the 1-year evaluation of Te Kāinga Aroha, the first building in the Te Kāinga programme and the learnings taken into the next buildings.
- 7) Note progress toward the 1000 unit target for the Te Kāinga programme and the future risks to the programme flagged in this report.
- 8) Note the updates on City Housing development site at Harrison St and that the proposed Nairn St development is on hold until decisions are made on City Housing financial sustainability
- 9) Note the Infrastructure Acceleration Fund bid for Johnsonville is proceeding to negotiation stage, and further update on this project will be provided in 2023.

Carried

Secretarial note: the motion was moved with amendments as marked in red.

The meeting concluded at 3:10pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____
Chair

ORDINARY MEETING

OF

**PŪRORO ĀMUA | PLANNING AND ENVIRONMENT
COMMITTEE**

MINUTE ITEM ATTACHMENTS

Time: 9:30am
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Business

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1.6 Public

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2.2 Petition: Parking changes for residents of Te Wharepouri St

- | | |
|----------------------------------|----|
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Lowering Newtown's 40 kph speed limit to 30 kph

Some Newtown streets have a speed limit of 40 kph

Approved Lower Speed Zone - does not include Newtown

- Consistency across the city
- Safer roads for pedestrians, scooters and cyclists
- Traffic calming has a limited effect
- Newtown residential streets used as through fare
- Increase of larger vehicles and hybrids (both offer hazards)
- Need of digital support for drivers (eg. Miramar shops)



Intersection of Wilson St
and Owen St, Newtown



Intersection of Daniell St
and Wilson St, Newtown

Bike Network Design Flaws

Richard Murcott

Item 1 - Public Attachment 3

Of all the modes of transport,
walking

is **best**
for both
the **environment**
and
for **health** outcomes.



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Why

Wellington needs transport choices

<https://www.transportprojects.org.nz/why/>

Why

Wellington City Cycleways Programme

We're making changes to our streets so more people of all ages and abilities can be less dependent on cars and have more choice in how they get around now and in the future.

Wellington is growing. About 50,000 to 80,000 more of us will be living here in 30 years' time. To prepare for that, we're working with the community to plan where more people will live, and how we can get around more sustainably in a rapidly changing world.

This growth, plus environmental and health benefits, are the key reasons we need to change and more fairly share the public space in and around our roads.

How we can all make a difference and reduce emissions

This city declared a climate change emergency in 2019, and committed to being a zero carbon capital (net zero emissions) by 2050.

Making more trips by public transport, on foot, by bike, scooter or other sustainable modes is something the vast majority of us can do to help make a difference.

Road vehicle travel makes up 35 percent of Wellington's emissions so changing the way we move some or all of the time is a practical thing we can do that's good for the planet, the city - and our health.

Other great reasons to consider walking or riding

Incorporating exercise into the daily commute is one of the most effective ways we can make enduring improvements to physical activity levels, and improve our health and well-being.

Regularly walking, running or biking, reduces the risk of a range of health issues, from heart disease and depression to type-two diabetes, cancer, high blood pressure and obesity.

University of Otago research has shown that New Zealanders who walk or bike to their main activity each day have a 76 percent higher chance of achieving the Ministry of Health physical activity guidelines than those who drive cars.

For busy people, it can be the perfect way to get places and exercise at the same time.

Transport costs are typically the third highest household expense after housing and food, so walking, running or biking some or all the way to work can be a good way to cut costs. With less chance of getting stuck in traffic, it's also a great way to know exactly how long your daily commute will take.

By making bike and walking routes safer, we are making it possible for more children, students, older people and those on limited incomes to get places independently, ride if they want to, and have access to these benefits.

The promise ...

'The changes along these streets will make things safer and easier for everyone'

<https://www.transportprojects.org.nz/current/botanic-garden-to-city/project-details/>

A muddled model !
Creates **new risks**
at the interface between **pedestrians** and cyclists



Item 1 - Public Attachment 2



<https://www.transportprojects.org.nz/current/botanic-garden-to-city/project-details/>





New shared zones at bus stops

There are new platforms at some bus stops - part of the safer bike route and better bus lanes taking shape between Newtown and the city.

-  Bus users have right of way
- ▶ Check for bikes, take extra care
-  Slow down and ride in single file
- ▶ Give way to bus users
-  Be patient
- ▶ Wait behind buses

transportprojects.org.nz/newtown

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Risk mitigation

Burdens pedestrians to manage **EXTRA** risks

- this is avoidable

Improve policy (rules).

A better design would remove the risk.





A **bike** is subject to the rules applying to **vehicles**.

<https://www.nzta.govt.nz/resources/rules/road-user-qas>

Bikes are **quick**.

Laden Cargo Bikes can also be **big** and heavy.

When a bus is parked as illustrated,
ready to pick-up or let down passengers
it should be **mandatory** for
any vehicle (eg a cycle) to
NEVER EVER
pass the bus on the left.



Current design => **increases risks for pedestrians.**
- breaks WCC's promise.

Elevate respect for the primary carbon savers

Better policies, superior design.

Mirror needs replacing



It is very dangerous turning out of Te Wharepouri St due to an obstruction of view due to cars being parked on the st and gradient. At peak times, it is a very busy road. The council used to have a mirror situated by the stairs in the first picture. Residents would like this reinstated.

HEADING TEXT



At the cul de sac end of Te Wharepouri St the street narrows and there is a shortage of car parking spots overall. In order to have road access, cars must be parked partly on the curb. Residents request permission to have curb parking for this section of the street.

HEADING TEXT



Because this end of the street is a cul de sac, with only 4 houses bordering the narrow part of the road, traffic is not a concern. All residents and visitors currently walk on the road, not footpath, when at this end of the street. We feel there are no pedestrian safety concerns with this and it is the current reality.

HEADING TEXT



Body text