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**Committee** Policy, Finance and Strategy  
**Authors** Terry McDavitt Councillor  
Chris Turver Councillor

## Report from Wellington City Committee Representatives

### 1. Background

GWRC is represented on two of Wellington City Council's Standing Committees, and representatives have undertaken to provide periodic written reports to Council. This is the second such report.

### 2. Built and Natural Environment (BNE) – Cr McDavitt

BNE continues to make steady progress through its regulatory tasks. Variations, bylaws, environmental initiatives and the Northern Growth Management Plan account for much of its regular agenda. There is a theme of moving from pure regulation to collaborative education and community action, e.g. environmental education, often in concert with GWRC. This development underlines the importance of GWRC continuing its investment in local care groups. For Kaiwharawhara, the programme has matured from streamcare to catchment focus.

The principal recent issue before BNE directly affecting GWRC has been the proposed Findlay St floodworks. This matter has been well covered by officer reports to Landcare Committee.

#### Urbanism

BNE Chair Cr Foster and three other Committee members recently attended and came back enthused by an Australasian Conference on Urbanism. The Conference appears to have helped them crystallise policy directions they were exploring beforehand anyway in various ways. In summary, "urban planning" appears to have been redeemed sufficiently to now bear official mention. This cluster of Councillors advocate active practice now in this city and region, and hold up the Northern Growth exercise as a pilot. Said City Councillors

envision “a higher-level and longer-term Regional Urban (Form or Growth) Strategy, into which other regional and city strategies and policies would hook.” (April report to BNE). They see both Urban Form Strategies (as in District Plans), and portfolio strategies such as Retail and Transport (RLTS?), as expressors and instruments of an overarching longer-term regional strategy.

One model is Auckland’s UGS, developed 1996-9 under the LGA in response to an agreed regionwide infrastructural deficit in the face of actual and projected population growth. While this conversation is going on at WCC, it is uncertain whether it has emerged as actual WCC policy, or how it is viewed by other Councils, including GWRC. The quoted report was referred to officers led by Mr Rainbow for report back, and later reports to PFS will monitor its progress, or lack of.

### **Concluding Comment**

GWRC attendance at BNE is only about 50%. BNE Committee meetings often clash with GWRC events, representation does not seem to extend to workshops, and notification is imperfect. Ours is a low-key monitoring role.

### **3. Transport and Infrastructure (T&I) – Cr Turver**

Good progress has been made on establishing "pilot" bus priority lanes in Kaiwharawhara Road, Adelaide Road, Chaytor Street, and Hunter Street and the Infrastructure Committee has been pleasantly surprised by public acceptance.

The big difficulty is in WCC support for the critical Manners/Dixon Streets bus lane which, if "greened" would make a big improvement in peak hour bus flow through the central city.

WCC at a full Council meeting referred the Manners/Dixon proposal back for "further study" after a split 10-10 vote, with the Mayor using her casting vote.

For the bus operators, the continuing delay in progressing central city bus priority lanes means peak time bus schedules cannot be guaranteed and the chances of "growing" bus patronage through the central city are reduced.

The issue will next surface again at the quarterly Quality Performance Agreement meeting which involves GWRC, WCC, and the operators.

### **4. Recommendation**

*That the report be received and the contents noted.*

Report prepared by:

**Terry McDavitt**  
Councillor

Report prepared by:

**Chris Turver**  
Councillor