

---

**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

Time: 9:30am  
Date: Thursday, 20 June 2019  
Venue: Ngake (16.09)  
Level 16, Tahiwi  
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](mailto: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**

### **20 JUNE 2019**

---

<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>5</b>
<b>1.1 Mihi</b>	<b>5</b>
<b>1.2 Apologies</b>	<b>5</b>
<b>1.3 Conflict of Interest Declarations</b>	<b>5</b>
<b>1.4 Confirmation of Minutes</b>	<b>5</b>
<b>1.5 Items not on the Agenda</b>	<b>5</b>
<b>1.6 Public Participation</b>	<b>6</b>
<b>2. Strategy</b>	<b>7</b>
<b>2.1 Planning for Growth - Report back on City-Wide Engagement on Growth Scenarios</b> Presented by Mayor Lester	<b>7</b>
<b>2.2 Te Atakura - First to Zero</b> Presented by Councillor Pannett	<b>137</b>
<b>3. Policy</b>	<b>235</b>
<b>3.1 City Housing Update - key issues and work in progress</b> Presented by Councillor Dawson	<b>235</b>
<b>3.2 Public Health Bylaw (Public Pools) - Consultation Report</b> Presented by Councillor Fitzsimons	<b>245</b>
<b>4. Monitoring</b>	<b>263</b>
<b>4.1 Amendment to CCO Corporate Documents - Wellington Water Limited</b> Presented by Councillor Pannett	<b>263</b>

---

<b>4.2 Updated Forward Programme for City Strategy Committee Meeting for 2019</b>	<b>331</b>
Presented by Councillor Pannett	
<b>5. Operational</b>	<b>341</b>
<b>5.1 Traffic Resolutions - Parking and Fee Changes. CSC 20 June 2019</b>	<b>341</b>
Presented by Councillor Calvi-Freeman	
<b>5.2 Traffic Resolutions</b>	<b>469</b>
Presented by Councillor Calvi-Freeman	
<b>6. Committee Reports</b>	<b>641</b>
<b>6.1 Report of the Council Controlled Organisations Subcommittee Meeting of 5 June 2019</b>	<b>641</b>
Presented by Councillor Woolf	

---

## 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<sup>†</sup> – 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.

<sup>†</sup> 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 13 June 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](mailto: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. Strategy

---

# PLANNING FOR GROWTH - REPORT BACK ON CITY-WIDE ENGAGEMENT ON GROWTH SCENARIOS

---

### Purpose

1. This report provides the City Strategy Committee with an outline of the feedback received on the Planning for Growth engagement which ran from 8 April to 17 May 2019.
2. The report also sets out the key principles and considerations that could direct the development of the draft Spatial Plan.

### Summary

3. City-wide engagement on four growth scenarios was undertaken over a five week period from 8 April to 17 May 2019 as part of the Planning for Growth programme of work. This was the first opportunity for the public to have their say about where and how the City should grow over the next 30 years.
4. A significant amount of engagement activities were undertaken over this period including face-to-face conversations and social media outreach. This resulted in a total of **1372** submissions from a range of age groups, households, and suburbs across the City.
5. The analysis of submissions shows that there is a strong preference for a growth pattern that is primarily focused on intensifying the CBD and within and around existing suburban centres. This is predominantly due to a desire to keep the City compact, encourage a more sustainable and efficient transport system, ensure the city is more resilient to natural hazards, and economic and employment opportunities for suburban centres.
6. Submissions highlight that any further intensification within the CBD needs to consider the impacts of sea level rise and earthquake risk and incorporate the appropriate mitigation measures.
7. There is strong opposition to identifying any further greenfield areas over and above the existing provision in Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge. The key reasons for this response were that further greenfield development does not support the compact city goal, there would be significant impacts on the transport system as this type of development encourages private car use, and the subsequent increase in carbon emissions. Submitters were also concerned about the potential negative impacts of greenfield development on the natural environment.
8. The feedback received through the submissions provides the Council with a clear indication of how the community wants to see the City grow, and how this should be guided by the proposed Spatial Plan.

9. From this feedback, Officers consider that the following key principles and considerations should form the basis of this next phase of the Planning for Growth programme:
- Integration of planning and decision-making with the Let's Get Wellington Moving (LGWM) Programme. Urban intensification must support a mass transit route from the CBD through Newtown and out to the Airport, as outlined in the LGWM Recommended Programme of Investment released in May 2019.
  - Integration with the *Te Atakura First to Zero* considerations. These projects are interlinked – how development occurs across the city will have a significant impact on achieving our target of being a zero carbon City.
  - Intensification in the CBD and in and around suburban centres that is cognisant of resilience and amenity concerns.
  - Resilience and climate change considerations should be at the forefront of decisions on the City's future growth.
  - No or limited greenfield growth over and above the areas that have already been planned for (Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge)
  - Retain pre-1930s character protection in areas that demonstrate high levels of character, and remove the protection in those areas or sites where the character has been significantly compromised.
  - A commitment to long term investment in the necessary infrastructure to support growth and a coordinated strategy for its implementation. This includes three waters, community facilities, and transportation.
  - Ensure that the growth pattern supports the City's economy with sufficient provision for business and employment needs over the next 30 years.

## Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes the summary of submissions in Attachment 1 and the full submissions analysis in Attachment 2.
3. Agrees to the following key principles and considerations that will form the basis of the next phase of the Planning for Growth programme of work:
  - a. Integration of planning and decision-making with the Let's Get Wellington Moving (LGWM) Programme. Urban intensification must support a mass transit route from the CBD through Newtown and out to the Airport, as outlined in the LGWM Recommended Programme of Investment released in May 2019.
  - b. Integration with the *Te Atakura First to Zero* considerations. These projects are interlinked – how development occurs across the city will have a significant impact on achieving our target of being a zero carbon City.
  - c. Intensification in the CBD and in and around suburban centres that is cognisant of resilience and amenity concerns.
  - d. Resilience and climate change considerations should be at the forefront of

decisions on the City's future growth

- e. No or limited greenfield growth over and above the areas that have already been planned for (Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge)
- f. Retain pre-1930s character protection in areas that demonstrate high levels of character, and remove the protection in those areas or sites where the character has been significantly compromised.
- g. A commitment to long term investment in the necessary infrastructure to support growth and a coordinated strategy for its implementation. This includes three waters, community facilities, and transportation.
- h. Ensure that the growth pattern supports the City's economy with sufficient provision for business and employment needs over the next 30 years.

## **Background**

- 10. The Planning for Growth programme of work is a significant project for the Council over the next 3 to 5 years. It involves the development of a Spatial Plan for the City and a comprehensive review of the District Plan.
- 11. As previously reported to the Committee, this work is in response to significant population growth of 50,000-80,000 more people over the next 30 years and Council's obligations under the National Policy Statement on Urban Development Capacity (NPS-UDC). Capacity modelling required under the NPS-UDC requirements shows that there will be a shortfall of between 4,635 (medium growth) and 12,043 (high growth scenario) houses over the next 30 years.
- 12. At its 4<sup>th</sup> April meeting, the Committee agreed to undertake City-wide engagement on a set of four growth scenarios. The scenarios represented four different ways 80,000 people could be accommodated across the city over the next 30 years.
- 13. The scenarios were as follows:
  - Inner City focus: a high percentage of growth in the Central Business District (CBD) (Te Aro, Wellington Central and part of Pipitea-Thorndon) and the inner suburbs (Mt Victoria, Thorndon, Aro Valley, Mt Cook, Newtown and Berhampore). These areas are collectively referred to as the 'inner city'.
  - Suburban Centres Focus: new development focused in and around suburban centres.
  - New greenfield suburb in Ohariu Valley
  - Greenfield Extensions – Takapu Valley, Horokiwi, Owirio Bay
- 14. The scenarios were an engagement tool to help the community understand the different ways the City could accommodate growth, and the trade-offs that will need to be made. They were not intended to be solutions in and of themselves. The community were not asked to pick a scenario, but rather provide feedback on the tradeoffs within each scenario and their level of comfort with those trade offs.
- 15. Engagement occurred from 8 April to 17 May. A one week extension was provided from the original 10 May deadline, to allow for the Easter and ANZAC break during the



engagement period. This was in response to early feedback from residents' groups that the timeframe was too short.

16. The results from this City-wide engagement will be used to inform the next phase of the project which is the development of a draft Spatial Plan. The Spatial Plan will ensure future growth is directed to appropriate areas and will be a key strategic tool to direct future investment to support this growth.
17. This feedback will enable more detailed analysis to be undertaken on a preferred approach to growth on matters such as three waters (stormwater, water supply, and wastewater), parks and open space, transport and community facilities to support that approach. It will also feed into Council's longer term infrastructure planning.
18. The Spatial Plan will also respond to the outcomes of the consultation on the draft *Te Atakura First to Zero Plan* which was undertaken alongside the Planning for Growth Engagement.
19. The Let's Get Wellington Moving (LGWM) programme of work was also announced on 16<sup>th</sup> May. The Spatial Plan will provide the necessary direction to enable the LGWM programme to be realised, and ensure that decisions on both programmes are integrated.

## Discussion

### Engagement objectives

20. The City-wide engagement on the growth scenarios was designed to reach as wide a range of people as possible. This objective was supported by an innovative communications and engagement programme which aimed to motivate Wellington residents to be involved in the conversation about planning for the City's growth. A key objective was to reach those people who do not usually participate in this type of engagement.
21. Given the City's current housing supply and affordability challenges and the future-focused aspect of the project, it was important that the engagement appealed to younger audiences and those who do not currently own a home, but would like to move from renting to home ownership. The more traditional forms of engagement were also undertaken with those in the community who are already strongly engaged in the Council's activities.
22. The engagement built on the *Our City Tomorrow* engagement undertaken in 2017 – the Planning for Growth programme is a continuation of that conversation.

### *Two phased approach*

23. City-wide engagement was undertaken in two phases, as follows:
  - *First phase: Raising awareness of the Planning for Growth project.*  
 This phase included the Speaker Series which was held across 3 evenings in March 2019. These sessions featured speakers on a range of topics relevant to the future of cities and how to create liveable and sustainable communities through innovation and technology, efficient transportation, and protection of our natural environment. The speaker series was attended by 300 people and provided an opportunity to inform the public of the engagement on the growth scenarios. All of these sessions were streamed live and recorded and are available to view on the Planning for Growth website.

- *Second phase: What's Your View?* This was the opportunity for people to have their say and make submissions. The basis of this engagement phase was the four growth scenarios supported by a survey questionnaire. This phase ran from 8 April to 17 May 2019.
24. A significant number of engagement events were undertaken over the 5-week engagement period. A total of 22 meetings, drop-in sessions, and market pop-ups were completed across the city. Staff spoke to up to 300 people across all of these events.
25. High school students also provided feedback during the Climate Challenge Conference on 18 May by visually showing their level of support for the scenarios on posters. A total of 250 students were involved in this, with significant support for the suburban centres approach.
26. The approach of 'going where people already are' (e.g Johnsonville and Newtown markets) proved to be the most successful compared with the one-off/drop-in events that Council organised specifically for Planning for Growth.

#### *Social Media Campaign*

27. New approaches were also used to reach a significant number of people who might otherwise have not been aware of the engagement reach a larger audience. This included a substantial digital presence via the Planning for Growth website, social media, and video content. For example:
- Animated Facebook adverts reached approximately 69,000 people. Of these 1,050 went to the Planning for Growth website for information or to make a submission;
  - 30-second videos on social media relating to the 'Vibrant' and 'Greener' goals were viewed by 25,500 people; and
  - A Facebook survey reached 66,100 people, with 768 of these people completing these questions.

#### **Submissions Feedback**

28. A total of **1372 formal submissions** were received on the Planning for Growth scenarios. These submissions were in the form of survey responses as well as long-form submissions via email or letter. These submissions came from individuals, interest groups, and organisations in the public and private sector.
29. The following table provides a brief overview of the feedback received on each scenario. A fuller summary of the submissions feedback is provided in **Attachment 1** with a detailed analysis report prepared by Global Research Ltd provided in **Attachment 2**.

Scenario	Overview of comments
Inner City Focus	<p>There is strong support for this scenario overall.</p> <p>People support retaining a compact city and the significant transport benefits (reduce commuting, congestion, and more active transport modes encouraged) under this scenario.</p> <p>Natural hazard risks in the CBD were the most common concern under this scenario.</p>

	There is strong opposition to the removal of pre-1930 character protection.
Suburban Centres Focus	<p>There is strong support for this scenario overall</p> <p>People support development in areas that are less exposed to hazard risks and the opportunities for increasing the economic, employment and social outcomes in existing suburbs.</p> <p>People were concerned about the suggested building height (up to 6 storeys in some areas), and consider that new development should be subject to stronger design controls.</p>
New Greenfield Suburb in Ohariu Valley	<p>There is significant opposition to this scenario overall.</p> <p>Those in support liked the potential for increase in housing supply and the opportunity to use best practice methods to create a sustainable community.</p> <p>People dislike the impacts on carbon emissions, rural character and the significant investment required to for infrastructure (water services, transport, community facilities).</p>
Greenfield Extensions	<p>A large proportion of respondents did not support this scenario, although there is more support for this option than Scenario 3.</p> <p>Submissions in support liked less people living in hazard areas and increased availability of housing.</p> <p>People disliked the impacts on the environment (e.g. water quality), increased congestion problems and carbon emissions.</p>

30. Overall, it can be concluded from the detailed analysis of the submissions that:

- Submitters are supportive of retaining the City's compact urban form and limiting further sprawl.
- While people support growth within the CBD, there is also significant support for intensification in and around suburban centres.
- There is a need to ensure that further development within the Central City is supported by consideration of natural hazard risks and appropriate mitigation methods (e.g. base isolation).
- People support increased investment in public transport and cycling and walking infrastructure, to reduce congestion and the impacts on carbon emissions as well as making the City more liveable.
- Planning for the City's future growth must be cognisant of the impacts of development on carbon emissions and the implications of climate change.
- There is strong support for retaining character protection either in its current form, or with some refinement. There is limited support for complete removal of the character areas.
- Further greenfield growth is not supported, with significant opposition to a new suburb in Ohariu Valley.

### **Key Principles and Considerations**

31. The feedback received through the city-wide engagement on the growth scenarios provides an indication of the community's preferences for how growth should be managed and the trade-offs they are willing to make.

32. This direction from the community allows Council to proceed to the next phase of the Planning for Growth programme, with the following principles and considerations at the forefront:
- Integration of planning and decision-making with the Let's Get Wellington Moving (LGWM) Programme. Intensification must support a mass transit route from the CBD through Newtown and out to the Airport, as outlined in the LGWM Recommended Programme of Investment released in May 2019.
  - Integration with the *Te Atakura First to Zero* considerations. These projects are interlinked – how development occurs across the city will have a significant impact on achieving our target of being a zero carbon City.
  - Intensification in the CBD and in and around suburban centres that is cognisant of resilience and amenity concerns.
  - Resilience and climate change considerations should be at the forefront of decisions on the City's future growth
  - No or limited greenfield growth over and above the areas that have already been planned for (Lincolnshire Farm and Upper Stebbings Valley/Marshall Ridge)
  - Retain pre-1930s character protection in areas that demonstrate high levels of character, and remove the protection in those areas or sites where the character has been significantly compromised.
  - A commitment to long term investment in the necessary infrastructure to support growth and a coordinated strategy for its implementation. This includes three waters, community facilities, and transportation.
  - Ensure that the growth pattern supports the City's economy with sufficient provision for business and employment needs over the next 30 years.

## **Next Actions**

33. Further detailed technical work is now required to develop the preferred growth pattern for the City the draft Spatial Plan.
34. The following further work will include:
- Investigating the implications of no or limited greenfield development areas
  - Developing options for changes to pre-1930 character areas and the impact of these areas on residential capacity – this will inform the Spatial Plan with changes to the rules progressed through the District Plan Review
  - Three waters modelling and costings
  - Transport modelling and integration with the LGWM programme of work
  - Determining current provision and identifying future needs for parks, open space, and community facilities
  - More detailed analysis of natural hazards within future growth areas, the level of risk and investment required to build resilience in these areas
  - Assessment of the current provision for business and employment land in relation to residential growth, determine the role of these areas for the City's economy and identify gaps in provision.
35. Timeframes

36. The Planning for Growth programme timeframes are outlined in the following table:

<b>Milestone</b>	<b>Date</b>
City-wide engagement outcomes available on the Council website	21 June 2019
Development of Draft Spatial Plan	July-January 2019
Draft Spatial Plan consultation	February 2019
Spatial Plan finalised and adopted	June/July 2020
Draft District Plan consultation (non-statutory)	Late 2020/early 2021
Proposed District Plan publicly notified (statutory process)	Late 2021/early 2022

## Attachments

Attachment 1.	Summary of Engagement Feedback on Growth Scenarios	Page 16
Attachment 2.	Planning for Growth - Growth Scenario Engagement Synthesis of Comments Report by Global Research Ltd	Page 20

Author	Kate Pascall, Principal Advisor, Planning
Authoriser	Moana Mackey, Acting Chief City Planner John McSweeney, Place Planning Manager Anna Harley, Manager City Design & Place Planning

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

City-wide engagement involved a number of face-to-face conversations with members of the public at 22 different engagement opportunities. The digital and social media campaign reached a substantial number of people. A detailed analysis of the submissions received is set out in the report in **Attachment 2**.

Iwi leaders have been briefed on the Planning for Growth programme of work. As the programme progresses we will engage with iwi at key stages of the project.

### **Treaty of Waitangi considerations**

As noted above, we will continue to engage with iwi at key stages of the project.

### **Financial implications**

The outcomes of the City-wide engagement provide a clear signal as to the preferred growth pattern for the City over the next 30 years. This will inform the development of the Spatial Plan which in turn will inform Council's decisions on funding for three waters infrastructure, transport, community facilities, parks and other key services to support population growth in future Long Term Plans.

### **Policy and legislative implications**

The Council has a statutory requirement under the National Policy Statement on Urban Development Capacity (NPS-UDC) to provide for population growth over the short, medium and long term. The Spatial Plan will respond to this, and will inform the full review of the District Plan which is required under the Resource Management Act 1991.

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

The impacts of climate change are a key consideration in planning for the City's growth and the Spatial Plan will be developed on this basis. The preference for a focus on growth in and around suburban centres with some growth in the CBD will assist in reducing the impacts of climate change and sea level rise. More detailed analysis is required in areas that are particularly at risk to fully understand the implications of further development in those locations.

### **Communications Plan**

N/A

### **Health and Safety Impact considered**

N/A



## Attachment 1: Summary of Planning for Growth Engagement Feedback

*NB. A more detailed analysis of the submissions and data is provided in the report 'Planning for Growth – Growth Scenario Engagement Synthesis of Comments' by Global Research provided in Attachment 2 to the City Strategy Committee Paper 'Planning for Growth – Report back on City-wide engagement on growth scenarios', 20<sup>th</sup> June 2019.*

### Scenario 1: Inner City Focus

There was a high level of support for a CBD focussed scenario, with 57% of respondents agreeing that this scenario balances the trade-offs well, and 26% disagreeing.

Some of the key aspects that people liked about this scenario include:

- Strong support for retaining a compact city, protecting the rural environment, and reducing sprawl
- Higher density housing around the CBD adds vibrancy to the centre
- Less commuting required, more efficient transport system, and reduced carbon emissions
- Strong support for investment in infrastructure, particularly public transport and less cost associated with upgrading existing infrastructure.

The key aspects that people would like to change or improve in this scenario include:

- Strong support for retaining the protection of pre-1930 character areas, but there is also support for reducing the extent of the character protection and relaxing the rules. Few respondents support the complete removal of character protection.
- Concern about more people living within hazard prone areas – if growth occurs in the CBD there is a desire to improve the resilience of this area and introduce higher building standards.
- More provision for lower rise or medium density housing in the inner city – not just high rise.
- Provision for more green spaces.

Comments in opposition to this scenario, or aspects of it, included:

- A large number of respondents categorically oppose the loss of character proposed under this scenario.
- Concerns about the natural hazards issues in the CBD and the high costs and risks associated with this.
- The level of intensification in Scenario 1 and the perceived implications for overcrowding, traffic and character preservation.
- Building heights being too high and the impact on views, sunlight access, creation of wind tunnels and the insurability of these buildings.

### Scenario 2: Suburban Centres Focus

There is a higher level of support for more growth in and around suburban centres with 66% of respondents to the survey agreeing that this scenario balances the trade-offs for the City, and 15% disagreeing.

The key aspects that people liked about this scenario were:

- Less development in areas at risk from natural hazards (e.g. central city) which would help build the City's resilience to climate change
- Increased economic and employment activity in areas close to where people already live
- Development of more community facilities and amenities in these centres.
- Opportunities to build on the existing public transport provision and improve it, and also improve transport issues across all modes of transport.
- A better balance between providing for intensification and protecting character

The key aspects that people would like to change or improve in this scenario included:

- Natural hazard risks in some specific areas (e.g Kilbirnie, Lyall Bay, Miramar, Island Bay).
- Densification should be focussed along transport spines.
- Alternative methods of funding and providing infrastructure should be investigated and the costs of improving infrastructure should be borne by those who use the services
- Significant investment is required to improve public transport across the City to support growth in suburban centres
- Greater controls over building design and quality, accessibility and development that builds social wellbeing.
- New development should be sympathetic to the character of an area; 'good' character areas should be strongly protected, and 'run down' areas should be retrofitted to create healthier homes.
- More green/open spaces.
- The suggested building height around suburban centres (up to six storeys) is too high and should be reduced.

Comments in opposition to this scenario, or aspects of it, included:

- Opposition by a moderate number of respondents to suburban intensification generally
- Concern that the age of existing infrastructure would not support the growth anticipated
- Provision of housing in pre-1930 character areas and concerns about changes to the look and feel of these areas.

### **Scenario 3: New greenfield suburb in Ohariu Valley**

There is significant opposition for this scenario, with only 24% agreeing that the scenario balances the trade-offs well, and 64% of respondents disagreeing.



The key aspects that people liked about this scenario included:

- Increased provision and availability of housing – an opportunity to create a modern development, using current practice and methods.
- The character areas would remain protected
- It is a good way to manage hazards
- It could be part of a balanced scenario alongside the other scenarios

The key aspects that people would change or improve included:

- A modern, thoughtfully designed development would be needed, including sustainable principles for transport, building, water management and energy.
- This should be a 'last resort' scenario and if it is developed it should be self-contained with a commercial centre, jobs, and a community hub
- Better public transport and transport options need to be provided to manage the impacts on congestion and the environment and less reliance on private car use

Comments in opposition to this scenario included:

- The scenario increases urban sprawl – existing suburbs should be invested in and developed first, maintain Wellington's compact form.
- Development in Ohariu would have significant impacts on the environment and is at odds with the goal of reducing carbon emissions.
- Rural land should not be used for development and this area should be protected for its natural values
- This scenario would encourage more driving/private car use and contribute to congestion and increased travel demand.
- There would need to be significant investment in infrastructure required to support a new suburb in Ohariu.

#### **Scenario 4: Greenfield Extensions**

There was slightly more support for this scenario than Scenario 3, with 29% of submitters agreeing that the scenario balances the trade-offs well, and 49% of respondents disagreeing.

The aspects that people liked in this scenario include:

- Less people would be living in hazard areas compared with the other scenarios
- There are efficiencies in this scenario in terms of extending infrastructure from existing development
- This scenario is a balanced approach
- The character areas would remain protected

The aspects that people would change or improve include:

- The significant impacts on commuter traffic and there would need to be significant investment in public transport, and walking and cycling infrastructure to support development in these locations.
- New development should be environmentally sensitive.
- The density should be increased in these areas to mitigate the impacts of urban sprawl.

Comments in opposition to this scenario included:

- Environmental concerns – including the significant impact on carbon emissions, water quality, loss of greenspace and biodiversity.
- Urban sprawl – this scenario would increase dependence on car use and contribute to traffic congestion; it would also require more infrastructure to be developed
- Transport – this scenario would increase travel demand, car use and congestion; development should be occurring in areas where there is good public transport infrastructure.



Global Research  
Turning Information Into Insight

# Planning for Growth | Growth Scenario Engagement

Synthesis of comments report

11 June 2019

Prepared by Global Research Ltd

For

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

**Global Research**

150 Office Rd

Merivale

Christchurch 8014

New Zealand

+64 3 355 4562

[www.globalresearch.nz](http://www.globalresearch.nz)

## Contents

Executive Summary .....	3
Background .....	3
Summary of findings .....	3
Key findings .....	6
Overview .....	10
Project background .....	10
Analysis .....	10
Report structure .....	11
Scenario 1: Inner City Focus .....	12
Scenario summary .....	12
What Scenario 1 survey respondents selected .....	15
Survey respondents' comments on Scenario 1 .....	19
Scenario 2: Suburban Centres Focus .....	44
Scenario summary .....	44
What Scenario 2 survey respondents selected .....	47
Survey respondents' comments on Scenario 2 .....	51
Scenario 3: New Greenfield Suburb in Ohariu Valley .....	76
Scenario summary .....	76
What Scenario 3 survey respondents selected .....	77
Survey respondents' comments on Scenario 3 .....	79
Scenario 4: Greenfield Extensions .....	95
Scenario summary .....	95
What Scenario 4 survey respondents selected .....	96
Survey respondents' comments on Scenario 4 .....	98
Other comments .....	114

# Executive Summary

## BACKGROUND

- The comments analysed in this report are from Wellington City Council's online and paper survey, asking about the city's future options to accommodate 50,000 to 80,000 more people over the next 30 years, and from documents sent to The Council by groups and individuals on the issues presented. The survey is one part of the Our City Tomorrow Planning for Growth public engagement process.
- Between 8 April and 17 May 2019 Wellington City Council asked people to have their say on the pros and cons of four growth scenarios – 1,372 submissions were received: 1274 online submissions forms; 50 paper submission forms; and, 48 email submissions.
- All answers provided by the 1,372 respondents have been analysed and included. The proportions of the 1324 (online and paper survey) respondents who agreed/disagreed with 22 'balance' or 'trade-off' statements presented in survey questions have been analysed and presented as percentages. Every written comment (online/paper survey and email) received has been individually read and grouped with other similar comments in order to synthesise the content and weight of points made on particular topics.

## SUMMARY OF FINDINGS

### Balance of scenario assessments

- Comparison of agreement on the overall balance of the four scenarios:
  - Scenario 2 was the most agreed with scenario, for balancing trade-offs, either strongly agreed with or agreed with by **66% of respondents**
  - Scenario 1 was strongly agreed with or agreed with by **58% of respondents**
  - Scenario 4 was strongly agreed with or agreed with by **29% of respondents**.
  - Scenario 3 was strongly agreed with or agreed with by **24% of respondents**
- Of the 18 trade-off questions asked of respondents, the following three were agreed with most:
  - Scenario 1: **88% strongly agreed/agreed** – I support reducing carbon emissions even if it means more investment in public transport and walking and cycling infrastructure.
  - Scenario 2: **88% strongly agreed/agreed** – I support more development around suburban centres and public transport routes, even if it means more investment in existing water, transport and social infrastructure (e.g. libraries, community centres etc.).
  - Scenario 1: **71% strongly agreed/agreed** – I support more people walking, cycling, using public transport even if it means more people living in hazard prone areas.

### Support comments

- The common theme within supporting comments across all scenarios was support for increased housing provision. For the comments received in support of aspects of Scenarios 1 and 2, intensification of the central city and suburbs leading to more housing was heralded. For those commenting on Scenarios 3 and 4, increased availability and affordability of housing was also supported.
- For Scenario 2, reduced natural hazard risk exposure was supported, along with the development of suburban hubs and the communities that will ideally flourish. Again, improved environmental outcomes were anticipated from increased use of public transport and efficient infrastructure



delivery. Reduction of heritage protection was supported if it replaced cold, damp rundown housing stock, with high-performing modern options.

- For Scenario 1, support was expressed for the benefits that will come from increased density in the central city, such as improved vibrancy, liveability and reduced environmental impacts. Reducing urban sprawl and lifestyle improvements such as living close to work and social opportunities was also positively appraised. Improved housing stock quality was also appreciated.
- For Scenarios 3 and 4, housing affordability and availability were the main initiatives supported. Creating a modern suburb (Scenario 3) and reducing exposure to natural hazard risks (Scenario 4) were the other strongly supported initiatives.

#### Change/improvement comments

- Appropriate management of character protection was the most discussed issue. Overall, four main arguments were put forward by respondents, those who supported the provisions to relax character protection in Scenarios 1 and 2, those who partially supported relaxing of provisions, those who wanted all character protected, and those who thought there was no need to protect character.
  - While there was no clear consistent guidance on how character provisions should be amended in Scenarios 1 and 2, some places were consistently mentioned, namely Mount Victoria, Thorndon and Newtown as warranting protection. Overall the general sentiment was that character protection should be to some degree stricter than what is outlined in Scenarios 1 and 2, although there was tolerance for relaxing protection if it resulted in the replacement of cold, damp and rundown houses. If character houses are replaced, there was a desire for new housing to be sympathetic to the existing character and heritage of neighbouring areas.
- Another key topic discussed extensively across scenarios was natural hazard risk management. The key focus was ensuring that less people live in high risk areas, without appropriate risk mitigation in place for earthquakes, tsunami, sea level rise, flooding and climate change related hazards. Ensuring quality urban design and building design to reduce risk, if an event occurs, were the most common suggestions. For some, reducing natural hazard risk was a key reason to support Scenarios 3 and 4.
- While a minority, a significant proportion of respondents supported some level of greenfield development in Scenarios 3 or 4. However, there was a consistent desire to reduce the negative impacts of urban sprawl, which was frequently discussed. The key issues identified with urban sprawl were the impacts on rural land and natural environments, along with congestion and emissions issues, attributed to private vehicles moving between new greenfield development and the central city each day. Ensuring high quality, low-emissions, public transport is in place prior to development was a common suggestion. For some, a mitigation would be ensuring there is high density development included in greenfield developments, to reduce the overall footprint.
- Transport was commonly discussed in Scenarios 1 and 2, with people wanting more and better provision of public and active transport infrastructure.
- Building heights were discussed by many respondents, and a broad range of points were made. The variety of arguments included: the city should not be built too high in the centre because of the negative human impacts from wind tunneling and de-humanising of the city. Other points made on height were encouragement of medium density in suburban areas, while others opposed tall buildings in areas where heritage buildings remain because of negative impacts such as shading and visual appearance.
- Across all scenarios, high quality building design and standards were desired, with some stating this should be regulated for. There was also a desire for high quality urban form which includes public spaces, such as pocket parks and parks, and amenities such as schools and medical centres that nurture communities and provide for increased populations in intensified areas.

#### Opposition comments

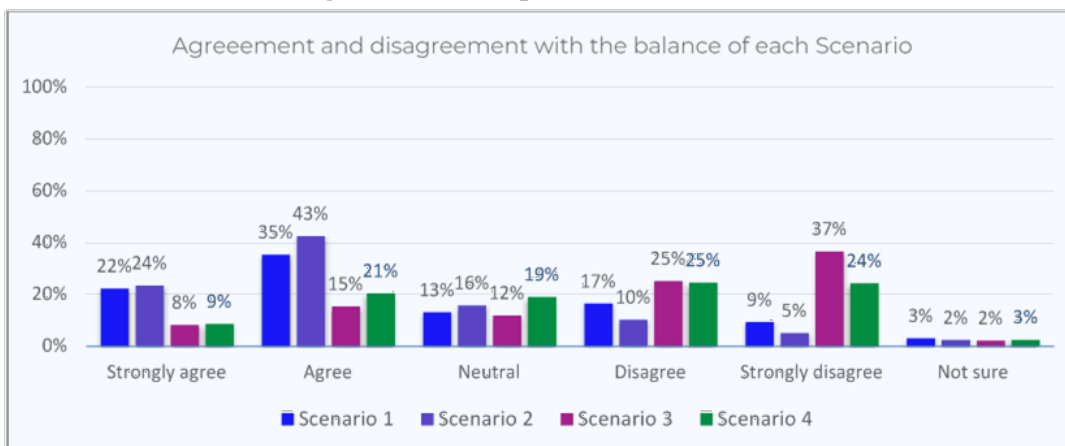
- The topics covered in opposition to aspects of the scenarios were similar to those in the change/improve section (above). However, these comments were more adamant in their opposition.
- A large number of simple statements opposed Scenarios 3 and 4, with comments such as “nothing” made in response to the question, what was liked. There were around 250 of these on Scenario 3, and 150 on Scenario 4. Less than 50 similar comments were made on each of Scenarios 1 and 2.
- Adamant opposition to character loss was expressed in around 200 comments on Scenarios 1 and 2, with the main sentiment being that the essence of what makes Wellington a great city will be lost if character is not protected.
- Actions which contribute to negative environmental impacts was another key topic. In particular, people objected to suburbs being built in places which increase travel demand. For this reason, these respondents opposed greenfield development, preferring intensification of central suburbs to accommodate growth instead. People emphasised the benefits of all scenarios being built with modern and sustainable planning, design and building approaches.
- The avoidance of natural hazards was a key reason for some to oppose development in or near the current CBD.



## KEY FINDINGS

### AGREEMENT AND DISAGREEMENT WITH THE FOUR SCENARIOS

Respondents were asked if they agreed or disagreed with the balance presented in each of the four scenarios. The chart below compares the level of agreement across the scenarios.

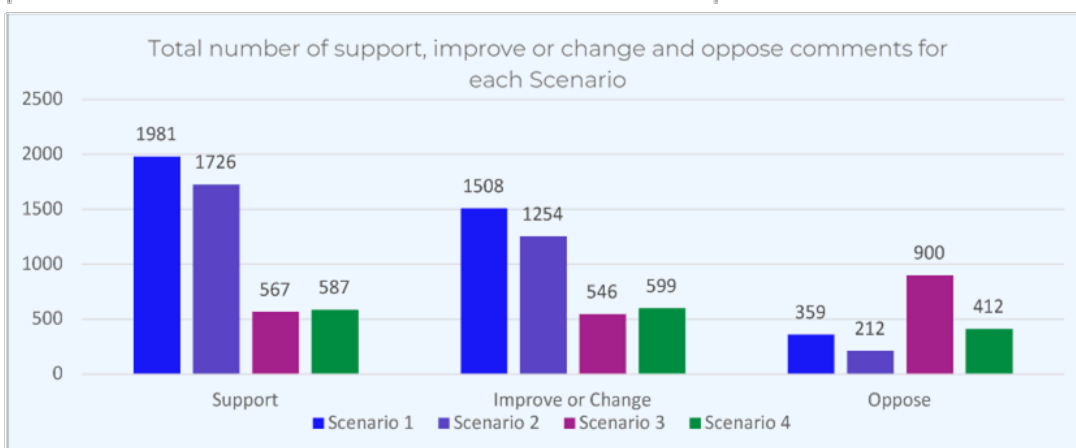


- Scenario 2 was agreed with most, either strongly agreed or agreed with by 66% of respondents
- Scenario 3 was agreed with least, either strongly agreed or agreed with by 24% of respondents
- Scenario 1 was agreed or strongly agreed with by 58% of respondents
- Scenario 4 was agreed or strongly agreed with by 29% of respondents.

NOTE: The totals in the text don't exactly match the bars shown on the chart, because the chart numbers have been rounded to whole numbers.

### SUMMARY OF COMMENTS MADE ON THE FOUR SCENARIOS

The chart below presents the number of comments coded to support, improve/change or oppose themes, from the questions, 'what are some things you like about this scenario' and 'what would you change about this scenario', and comments contained in other submissions provided to The Council. It presents a basic measure of the level of interest and the sentiment expressed on each scenario.



- Scenario 1 received the most support comments (1981) and the most improve or change comments (1508). It received the second least oppose comments (359)
- Scenario 3 received the least support comments (567) and improve or change comments (546). It received the most oppose comments (900)

- Scenario 2 received the second most support comments (1726) and the second most improve or change comments (1254). It received the least oppose comments (212)
- Scenario 4 received the second least support comments (587) and the second least improve or change comments (599). It received the second most oppose comments (412).

### Scenario 1: Inner City Focus

#### Support comments

- The supporting comments provided on Scenario 1 were underpinned by a very large number of people supporting Wellington increasing density in the central city. Subsequent positive outcomes were anticipated to be many, including increased vibrancy and liveability, and reduced environmental impacts. Avoiding sprawl –an alternative growth approach – was appreciated. The lifestyle options that this scenario would deliver, such as being able to live, work and socialise with minimal travel were also celebrated.
- Other outcomes were also supported. Reducing personal vehicle use through increasing public and active transport provision was important for a very large number of respondents. A similar number of respondents supported improvements to housing stock in terms of performance and variety. A considerable number of these respondents would tolerate the loss of cold, damp and rundown character houses.

#### Change/improvement comments

- A key improvement suggestion for this scenario was natural hazards mitigation. A very large number of respondents were concerned with hazards and considered urban design and building design key areas to focus on to reduce risks. The provision of green infrastructure was an approach promoted by a moderate number of respondents, with similar numbers in support of new developments including ecologically-friendly and sustainable design attributes.
- A very large number of respondents wanted restrictions placed on building heights due to the negative impacts they have on surrounding areas and the risk they pose to residents during natural hazard events. A considerable number of respondents favoured medium density and a substantial number preferred increased density further into the central suburbs.
- A number of measures were proposed to counter the negative impacts of increased central intensification, including more public space; spaces dedicated to facilitating quality interactions; and, improved amenities such as schools and medical centres.
- A very large number wanted more protection of Wellington's character, particularly in Mount Victoria, Thorndon and Newtown and the city's overall character. A moderate number of respondents emphasised the need for new buildings to consider existing heritage and be in keeping with Wellington's existing heritage building styles.
- A sizeable number of respondents sought enhancements to the transport system, ensuring it is highly accessible for pedestrians and cyclists, prioritises public transport and discourages the congestion and emissions cars create.

#### Opposition comments

- The greatest opposition was from a large number of respondents categorically opposed to the loss of character, proposed in Scenario 1. For some, removing heritage buildings would mean losing the essence of what makes Wellington a great city. These comments were in addition to the very large number of respondents who sought *changes* to the heritage protection proposed in Scenario 1.

- A considerable number of respondents opposed proposed building heights because of the negative environmental outcomes which will detract from liveability, such as wind tunnels and shading of other buildings.
- A substantial number of respondents opposed increasing the number of people living in the central city due to the risk of human and physical damage from natural hazard events. Note that these respondents directly opposed development which exposes people to risks, whereas a very large number (above) sought actions taken to mitigate risks.

### Scenario 2: Suburban Centres Focus

#### Support comments

- A very large number of respondents supported intensification of the suburban areas outlined in Scenario 2, with medium density development the preferred approach. Spreading development to suburban areas was considered prudent management of natural hazard risks. People were enthusiastic about the opportunity to develop discrete suburban villages, retaining a compact rather than sprawling city, which was anticipated to deliver vibrancy, liveability and increased economic activity. Suburban hubs were desired for their ability to facilitate quality personal interactions leading to stronger community bonds.
- Improved environmental outcomes, particularly from better public and active transport provision was another anticipated positive outcome. A substantial number of respondents supported the relaxing of heritage protection, believing replacing old cold and damp houses with new ones was an acceptable approach. A variety of housing types were supported including higher-rise buildings, with a moderate number of respondents anticipating improved housing affordability.

#### Change/improvement comments

- Those who sought changes to this scenario focused most on character loss. A very large number of respondents sought amendments to the proposed scenario so that more character is retained. A moderate number of respondents sought protection of good quality character and removal of poor character buildings.
- A range of suggestions were also provided regarding building height with some favouring taller buildings than what is proposed and some favouring shorter buildings. A sizeable number of respondents identified quality building design as an important issue, with some requesting regulation to ensure minimum building standards are upheld. Housing choice was important for a considerable number of respondents.
- A sizeable number of respondents sought more care taken to mitigate hazards. A similar number had mixed views on intensification with some wanting more, and others less intensification.
- A considerable number of people sought: better delivered infrastructure; developments to deliver high quality public outcomes, if necessary, by regulation; an increase and variety of green space developed; and, further spread of development to suburbs than what is proposed in Scenario 2.
- A very large number of respondents felt that without significant investment in transport, particularly improving public and active transport infrastructure this scenario would be undermined and not be successfully delivered. A key desirable outcome was mode shift from cars to more sustainable transport options.
- A substantial number of respondents sought infrastructure to develop community hubs and ultimately foster community development and cohesion.



#### **Opposition comments**

- A large number of respondents opposed loss of character in Scenario 2, and sought pre-1930's protection, particularly in central suburbs to retain their look and feel and retain Wellington's identity. Intensification of suburban Wellington was opposed by a moderate number of respondents.

### **Scenario 3: New Greenfield Suburb In Ohariu Valley**

#### **Support comments**

- Support came from those who valued the provision of new housing, which was viewed as increasing housing availability and improving affordability, as well as providing an opportunity to develop a new, modern suburb.

#### **Change/improvement comments**

- While a very large number of respondents who opposed this scenario did not offer a reason, a large number cited urban sprawl and its associated negative impacts on rural land, increased vehicle emissions, and congestion as the main reasons for opposition. Infrastructure costs from developing this scenario and associated opportunity costs for investing in other places and activities were also frequently discussed.

#### **Opposition comments**

- If it was to be developed, the key suggested changes identified were creating a suburb which uses modern sustainable development principles and practices and in particular the provision of efficient transport options. Some thought it important for the suburb to be self-contained and have its own centre, providing services and jobs for residents.

### **Scenario 4: Greenfield Extensions**

#### **Support comments**

- Those in support of this scenario identified benefits from reducing exposure to natural hazard risks by developing in a comparatively safer area. They also welcomed increased availability and affordability of residential housing.

#### **Change/improvement comments**

- The most commonly suggested change to this scenario was solving the environmental and congestion problems caused by the large number of private vehicles traveling to and from the central city each day. Urban design approaches, which foster community development were encouraged.

#### **Opposition comments**

- Around one third of the opposition comments to Scenario 4 were simple statements which did not contain explanatory arguments. When arguments were provided, they were most commonly focused on the environmental impacts associated with urban sprawl, particularly increased carbon emissions, along with the cost of development.

## Overview

### PROJECT BACKGROUND

Planning for Growth is a project about the people of Wellington and bringing the things its people love and value into the conversation about how the city's future growth is planned. Planning for Growth builds on the goals from Our City Tomorrow and includes a review of the Wellington Urban Growth Plan as well as the District Plan, both of which impact and shape Wellington's urban environment.

In the next 30 years Wellington will be home to 50,000 to 80,000 more people. That will have a big impact on the city. Not just on where people live, but how they live.

Between 8 April and 17 May 2019, Wellington City Council asked people to have their say on the pros and cons of four growth scenarios. 1,372 of you made a submission.

- > 1274 online submissions forms
- > 50 paper submission forms
- > 48 email submissions

Online and paper survey respondents (1324) were asked to answer a series of agree/disagree questions on each Scenario (see the beginning of each Scenario section) and, also, one overall agree/disagree question about the balance of each scenario. They were also asked the following open ended questions about each scenario:

- > What are some of the things you like about this scenario?
- > What would you change or improve in this scenario?

The 48 email submissions were included and analysed with the responses to the two open ended questions.

### ANALYSIS

The percentage of respondents who answered the agree/disagree questions for each scenario were calculated, presented in charts and interpreted. The results are provided at the beginning of each scenario discussion throughout the report.

Qualitative analysis of the eight free-text written responses was undertaken by Global Research analysts.

All comments were read and organised (coded) into themes and topics. A coding schedule used to organise all information received and inform the structure and detail of the report was approved by Wellington City Council staff.

Comments were coded into themes of support, suggested changes or opposition to each of the scenarios. While an opposition question was not asked, it became apparent during early analysis that some people were opposed to particular aspects of scenarios and so it was considered appropriate to create an opposition theme. Key topics within each scenario were identified, covering: built city outcomes, residential development, transport, community outcomes and other comments. A series of subtopics emerged under each of the key topics and these are all presented and discussed throughout the body of the report.

The qualitative analysis process was assisted by NVivo qualitative analysis software. To ensure consistency, coding was peer-reviewed.

## REPORT STRUCTURE

This report commenced with an Executive Summary presenting a synthesis of opinions expressed in all submissions.

Following this section's overview, the report presents discussion under the four Scenarios:

- > Scenario 1: Inner City Focus
- > Scenario 2: Suburban Centres Focus
- > Scenario 3: New Greenfield in Ohariu Valley
- > Scenario 4: Greenfield extensions

Discussions are divided into topics for each scenario and three themes Support, Improve or Change, and Oppose. The most frequently discussed topics under each theme are presented first within each section, through to the least frequently discussed topics. The number of comments made on each topic are noted in headings.

Throughout discussion of written comments, the number of points made on particular topics have been consistently represented by the amounts described below:

- > A very large number = 150+ comments
- > A large number = 100 – 149 comments
- > A sizeable number = 75 – 99 comments
- > A substantial number = 50 – 74 comments
- > Considerable number = 25 – 49 comments
- > A moderate number = 15 – 24 comments
- > Several comments = 8 – 14 comments
- > A small number = 4 – 7 comments
- > A few = 3 comments
- > A couple = 2 comments

The following descriptions were also used to describe the number of comments on particular topics within particular sections: one quarter, one third, half, two thirds, three quarters, and, all of the comments.

Direct quotes from respondents are presented throughout the report to illustrate particular points made. Quotes are italicised and indented from the margin. Spelling mistakes and grammar are generally not corrected.

## Scenario 1: Inner City Focus

### SCENARIO SUMMARY

#### WHAT WAS SAID...

##### Overall assessment

##### Support comments

- The supporting comments provided on Scenario 1 were underpinned by a very large number of people supporting Wellington increasing density in the central city. Subsequent positive outcomes were anticipated to be many, including increased vibrancy and liveability, and reduced environmental impacts. Avoiding sprawl –an alternative growth approach – was appreciated. The lifestyle options that this scenario would deliver, such as being able to live, work and socialise with minimal travel were also celebrated.
- Other outcomes were also supported. Reducing personal vehicle use through increasing public and active transport provision was important for a very large number of respondents. A similar number of respondents supported improvements to housing stock in terms of performance and variety. A considerable number of these respondents would tolerate the loss of cold, damp and rundown character houses.

##### Change/improvement comments

- A key improvement suggestion for this scenario was natural hazards mitigation. A very large number of respondents were concerned with hazards and considered urban design and building design key areas to focus on to reduce risks. The provision of green infrastructure was an approach promoted by a moderate number of respondents, with similar numbers in support of new developments including ecologically-friendly and sustainable design attributes.
- A very large number of respondents wanted restrictions placed on building heights due to the negative impacts they have on surrounding areas and the risk they pose to residents during natural hazard events. A considerable number of respondents favoured medium density and a substantial number preferred increased density further into the central suburbs.
- A number of measures were proposed to counter the negative impacts of increased central intensification, including more public space; spaces dedicated to facilitating quality interactions; and, improved amenities such as schools and medical centres.
- A very large number wanted more protection of Wellington's character, particularly in Mount Victoria, Thorndon and Newtown and the city's overall character. A moderate number of respondents emphasised the need for new buildings to consider existing heritage and be in keeping with Wellington's existing heritage building styles.
- A sizeable number of respondents sought enhancements to the transport system, ensuring it is highly accessible for pedestrians and cyclists, prioritises public transport and discourages the congestion and emissions cars create.

##### Opposition comments

- The greatest opposition was from a large number of respondents categorically opposed to the loss of character, proposed in Scenario 1. For some, removing heritage buildings would mean losing the essence of what makes Wellington a great city. These comments were in addition to the very large number of respondents who sought *changes* to the heritage protection proposed in Scenario 1.



- A considerable number of respondents opposed proposed building heights because of the negative environmental outcomes which will detract from liveability, such as wind tunnels and shading of other buildings.
- A substantial number of respondents opposed increasing the number of people living in the central city due to the risk of human and physical damage from natural hazard events. Note that these respondents directly opposed development which exposes people to risks, whereas a very large number (above) sought actions taken to mitigate risks.

#### What was supported

- A very large number of respondents supported the positive outcomes that this scenario would create for Wellington city. Increased density was the most commonly discussed topic, support arguments included: increased city vibrancy and city-life, more housing in the CBD; more green spaces/pocket parks incorporated; and, the need for cars and carbon emissions to be reduced. The retention of Wellington's compact nature, and retaining character and walkability, were also positively appraised.
- The flow on benefits for the environment were also valued, with reduced carbon emissions noted as a positive consequence of a dense, compact city. The perceived alternative to this scenario – urban sprawl – was acknowledged and as a result this scenario supported because it will curtail rural land being converted to residential housing. Comparatively cheaper costs for infrastructure development and increased central city housing were also supported.
- Transport was another topic commented on by a very large number of respondents. The key theme flowing through these comments was support for reducing personal vehicle use and actions taken to increase public and active transport uptake. Respondents supported the emphasis on creating a city and way of life that is more amenable to walking and cycling and the individual and community benefits this initiative will deliver.
- A very large number of respondents focused on the direct benefits for individuals and the community. Anticipated city vibrancy was discussed by a sizeable number of respondents, who looked forward to a more enlivened city. Being able to live where one works, socialises and recreates was also positively appraised for the benefits returned, particularly less time spent travelling.
- Liveability was another predicted positive outcome, described in a variety of ways, including amongst other aspects: availability of communal social spaces; availability of housing choices; and improved inner city safety and resident health. Inner city communities were also considered a positive development.
- A very large number of respondents supported the delivery of high-quality buildings in Wellington's central city. Increased building heights were supported by a substantial number of respondents who believed higher buildings will improve city outcomes. The opportunity for modern, insulated, earthquake strengthened, staggered (in terms of heights, to allow views and/or light) residential buildings, delivered in a variety of housing types, was also favourably anticipated. A considerable number of these respondents would tolerate the loss of some character houses, particularly cold, damp and rundown ones.

#### What should improve or change

- A very large number of respondents were concerned about the risk of more people living in hazard zones – earthquakes, tsunami, sea level rise, flooding and climate change were the most commonly identified risks. Improved urban design and building design were considered key areas to focus on to reduce these risks. A moderate number of respondents suggested that 'greener' infrastructure should be developed to mitigate risks, while a similar sized group of respondents sought a more direct focus on environmentally sustainable practices such as lifestyle changes and sustainable design such as green roofs.



- A sizeable number of respondents critiqued density with medium-rise density preferred by a considerable number of respondents. A substantial number of respondents wanted intensification to spread into central suburbs beyond the CBD, in particular creating suburban villages. While a moderate number would like to see greater provision of affordable housing.
- Public green space in a variety of forms, such as pocket parks, parks, recreational areas, open space, urban agriculture, and natural spaces were considered important to counteract reduced private green space that will occur from increased apartment living.
- A very large number of respondents sought protection of Wellington's residential character and heritage by retaining character protection provisions and restricting development. The importance of character areas, particularly Mount Victoria, Thorndon and Newtown and the overall character and feel of Wellington was emphasised.
- A large number of respondents wanted restrictions on building heights, due to the negative impacts they will have on the city, including: impacts on existing character, hazard management, shading, wind tunneling, view obstruction and removing Wellington's human scale. Note there is a conflict here with the substantial number of respondents who supported higher building heights. Additionally, a moderate number of respondents argued the need for buildings to be designed to withstand earthquakes, sea level rise and tsunami events.
- In order to placate concerns regarding loss of character, a moderate number of respondents emphasised the need for new buildings to consider existing heritage and be in keeping with heritage building styles. A similar number of building design suggestions were in favour of new developments including ecological and sustainable design attributes.
- A sizeable number of respondents sought enhancements to the transport system, primarily focused on improving the connectivity in Wellington and making the transport network efficient, reliable and sustainable. In general, respondents supported a transport network that is highly accessible for pedestrians and cyclists, prioritises public transport and discourages the use of cars, due to congestion and the emissions they create. A moderate number of respondents identified the need to improve infrastructure to allow cars to flow more freely.
- Public transport investment was considered important by a substantial number of respondents, to reduce the need for private vehicles and enable cleaner and more efficient movement throughout the city.
- A considerable number of respondents wanted the provision of spaces dedicated for community use in city developments in order to foster community interaction and cohesion. This was particularly the case if central city density is to increase.
- Improved city amenity was sought, particularly to cater for more families living in the city. This covered multiple aspects, including: schools, medical centres, apartment community spaces and hospitality options

#### What was opposed

- The greatest opposition to Scenario 1 was the possible loss of character. A large number of respondents supported retaining character, and for some losing character would mean losing the essence of what makes Wellington a great city. Several respondents stated that once character is lost it cannot be returned.
- A considerable number of respondents made short direct statement, such as 'nothing' when asked what they like about this scenario.
- A considerable number of respondents opposed Scenario 1 because of its proposed building heights. High-rises were objected to for different reasons, including: blocking views and sun; creating 'canyons', and wind tunnels; fostering anonymity; and, harming Wellington's charm and

liveability. Similarly, a moderate number of respondents felt growth will reduce Wellington's liveability and instead favoured limiting growth.

- A substantial number of respondents felt natural hazards made the central city a vulnerable place to develop, due to the likelihood of earthquakes, tsunamis and sea level rise, and were concerned by the idea of concentrating development in hazard-prone areas. Some were adamant with their criticism, using terms such as this action is: a poor idea, short-sighted, unethical and foolhardy. They were specifically concerned with the human, monetary and ongoing costs of a significant event.
- A relatively small number of comments opposed the transport measure proposed in Scenario 1, with no clear theme emerging within the comments.
- Similarly, a relatively small number of comments discussed community development issues, with a broad range of issues covered by on a small number of respondents each.

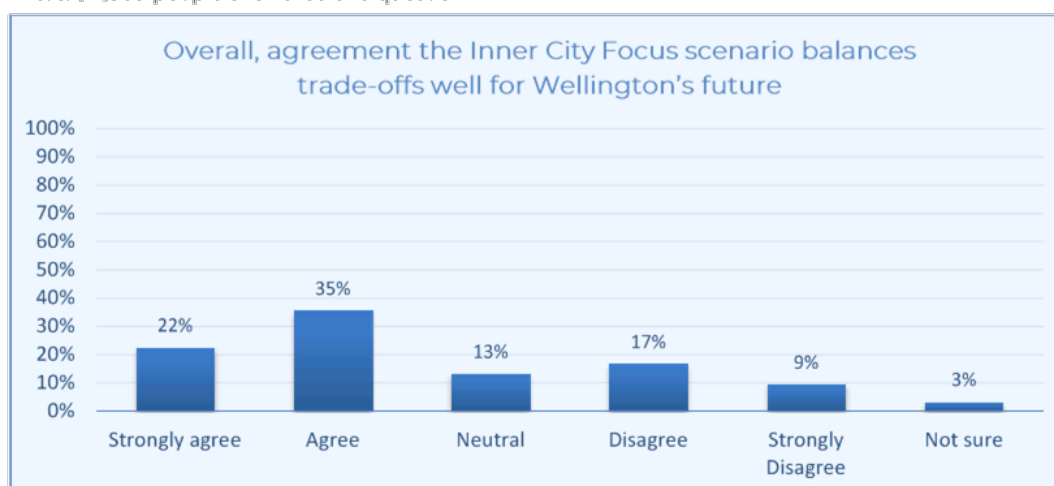
## WHAT SCENARIO 1 SURVEY RESPONDENTS SELECTED

### OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 1

The chart below presents overall agreement and disagreement with the balance of Scenario 1.

Survey respondents were asked: **Overall, do you agree the inner city focus scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,305 people answered this question.

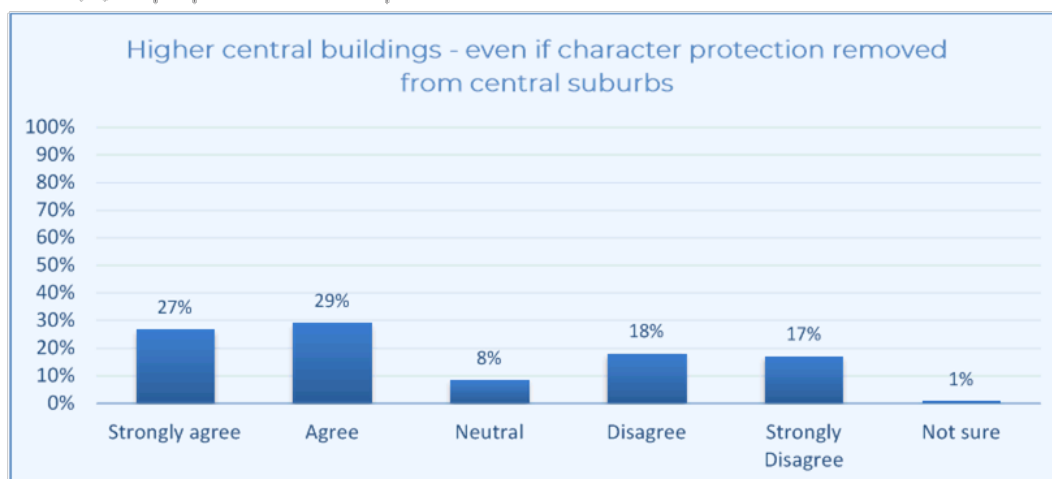


Overall, the majority of respondents agreed that the Inner City Focus Scenario balances trade-offs well for Wellington's future – 58% (755) of respondents agreed or strongly agreed, whereas only 26% (338) disagreed or strongly disagreed.

### AGREEMENT WITH HIGHER CENTRAL BUILDINGS EVEN IF CHARACTER PROTECTION REMOVED FROM CENTRAL SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings near the central city even if it means removing the protection of the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore.** (select one option).

In total, 1,290 people answered this question.

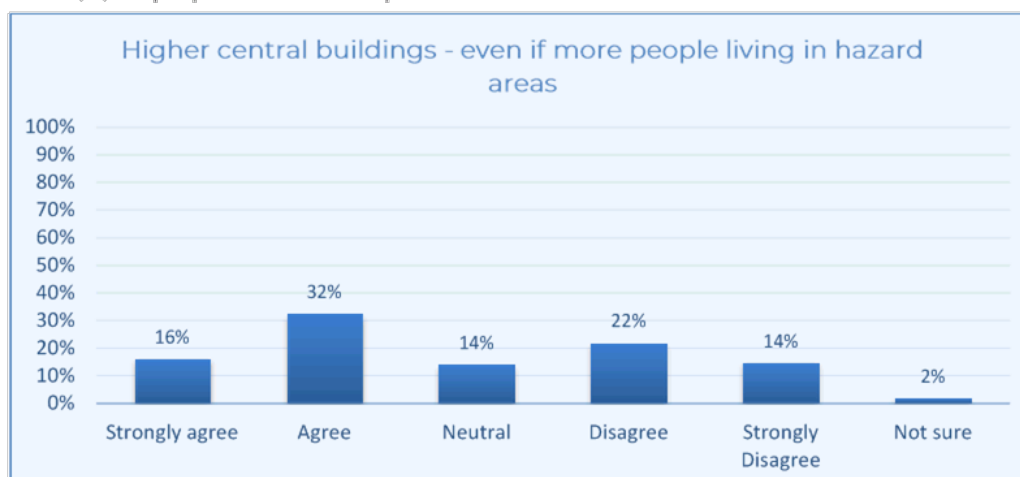


The majority of respondents agreed with higher central buildings, even if it means character protection is removed from central suburbs. In total, 56% (720) of respondents agreed or strongly agreed, whereas only 35% (453) disagreed or strongly disagreed.

### AGREEMENT WITH HIGHER CENTRAL BUILDINGS EVEN IF MORE PEOPLE LIVING IN HAZARD AREAS

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings near the central city even if it means more people living in hazard prone areas.** (select one option)

In total, 1,316 people answered this question.

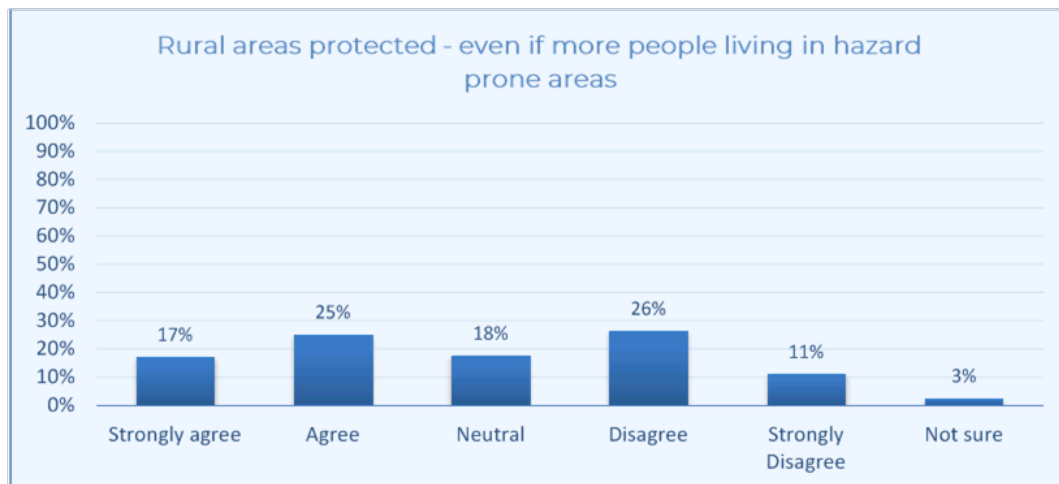


More respondents agreed than disagreed with higher central buildings, even if more people are living in hazard areas. In total, 48% (635) of respondents agreed or strongly agreed, whereas only 36% (477) disagreed or strongly disagreed.

## AGREEMENT WITH RURAL AREAS PROTECTED EVEN IF MORE PEOPLE ARE LIVING IN HAZARD PRONE AREAS

Survey respondents were asked to agree or disagree with the statement: **I support protecting rural areas even if it means more people living in hazard prone areas.** (select one option)

In total, 1,316 people answered this question.

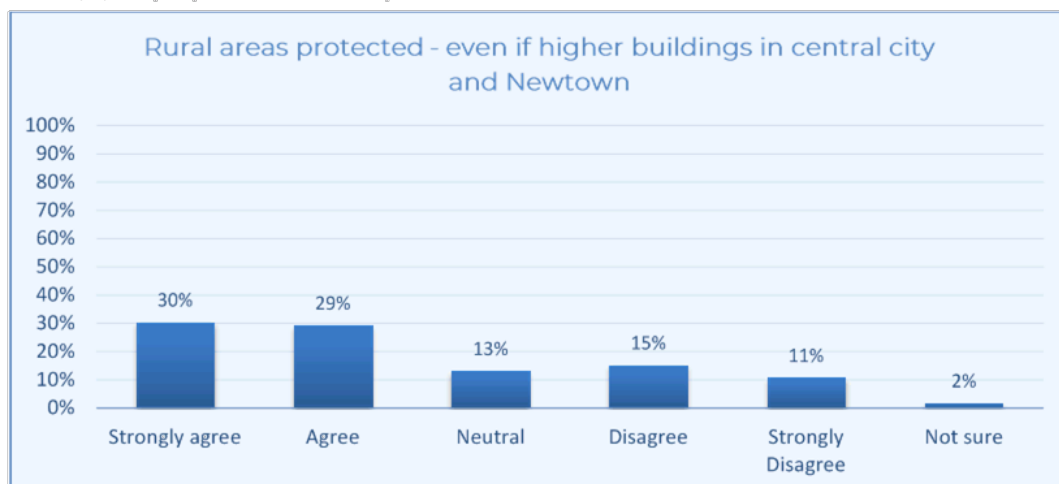


More respondents agreed than disagreed with rural areas being protected even if more people are living in hazard prone areas. In total, 42% (557) agreed or strongly agreed whereas only 37% (493) of respondents disagreed or strongly disagreed.

## AGREEMENT WITH RURAL AREAS PROTECTED EVEN IF HIGHER BUILDINGS IN CENTRAL CITY AND NEWTOWN

Survey respondents were asked to agree or disagree with the statement: **I support protecting rural areas even if it means higher buildings in the central city and Newtown.** (select one option)

In total, 1,313 people answered this question.

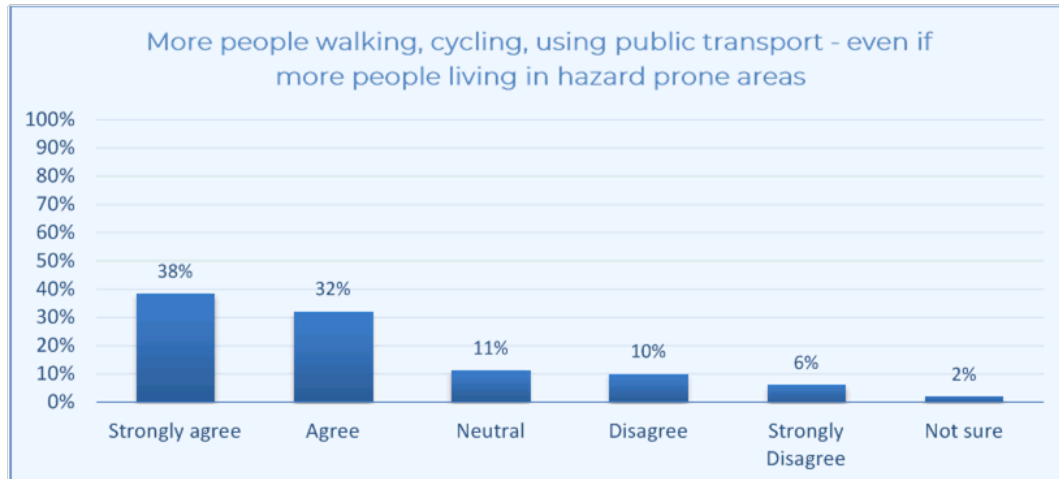


The majority of respondents agreed with protecting rural areas even if it means higher buildings in the central city and Newtown. In total, 59% (781) agreed or strongly agreed whereas only 26% (339) of respondents disagreed or strongly disagreed.



**AGREEMENT WITH MORE PEOPLE WALKING, CYCLING, USING PUBLIC TRANSPORT  
EVEN IF IT MEANS MORE PEOPLE LIVING IN HAZARD PRONE AREAS**

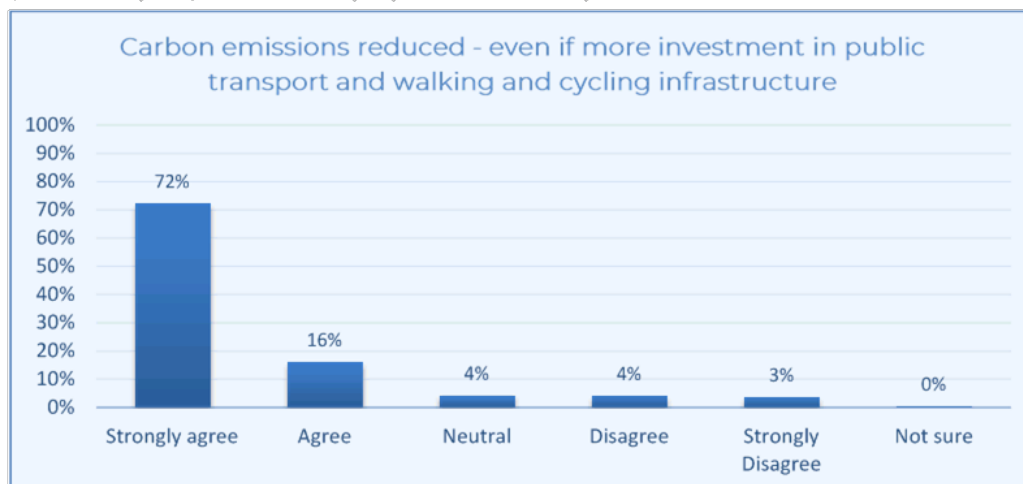
Survey respondents were asked to agree or disagree with the statement: **I support more people walking, cycling, using public transport even if it means more people living in hazard prone areas.** (select one option). In total, 1,316 people answered this question.



The majority of respondents agreed with more people walking, cycling, using public transport - even if more people living in hazard prone areas. In total, 71% (930) agreed or strongly agreed whereas only 16% (213) of respondents disagreed or strongly disagreed.

**AGREEMENT WITH CARBON EMISSIONS REDUCED EVEN IF MORE INVESTMENT IN  
PUBLIC TRANSPORT AND WALKING AND CYCLING INFRASTRUCTURE**

Survey respondents were asked to agree or disagree with the statement: **I support reducing carbon emissions even if it means more investment in public transport and walking and cycling infrastructure.** (select one option). In total, 1,316 people answered this question.



The majority of respondents agreed with carbon emissions reduced even if more investment in public transport and walking and cycling infrastructure. In total, 88% (1159) agreed or strongly agreed whereas only 7% (98) of respondents disagreed or strongly disagreed.

## SURVEY RESPONDENTS' COMMENTS ON SCENARIO 1

### COMMENTS SUPPORTING SCENARIO 1 1981 COMMENTS

#### City outcomes

##### High density supported

196 comments

A very large number of respondents supported Scenario 1 because of its emphasis on increasing the density of the population in the city centre. A considerable number of people simply stated that they liked the scenario because of "higher density of housing". The rest of the comments included an explanation as to why they wanted an increase in the density of housing in the CBD.

Reasons given included: adds vibrancy and life to the centre; provides more housing in the CBD; allows for green spaces/pocket parks to be incorporated; reduces the need for cars and carbon emissions; adds to the quality of life in the CBD; and, contributes to a walkable city. The following comments express some of the diversity in reasoning in the comments supporting density:

*I would like to see most of the growth in the CBD. This has the following advantages: new construction would have a smaller footprint. Many buildings could be removed because these are old and don't look that nice...*

*The challenge with this scenario is how to determine when the Inner City reaches an optimal saturation level. If you compare cities such as Singapore and Hong Kong, this is feasible and for sure, it is difficult to see Wellington reaching these saturation levels. As long as the infrastructure system, that is the services such as water, storm water, electricity and transport is upgraded to handle the additional population. The seismic risks can be readily mitigated with technical and engineering solutions.*

*Increased density will be better for businesses in the city and offer better variety and services for locals. This will allow for more pedestrian priority, greater spending on public transport and increased access to cycle lanes and even emerging technologies like E scooters that could potentially change the way people move about the city. We have an opportunity for a thriving livable city*

*One of Wellington's fabulous attributes is that we can walk around our city, consequently having density retains that feeling of community I get when I bump into friends on the street. If Wellington was spread wider, I would struggle to walk to all my events. I love the combination of Living and working in the CBD. It brings a 24hour vibrancy to the CBD, along with a sense of safety.*

##### Compact city supported

129 comments

A large number of respondents supported Scenario 1 because it allows the city to remain compact.

Of these comments, a considerable number did not contain descriptions as to why a compact city was preferable, simply conveying admiration for a compact city.

Various reasons were provided by those supporting a compact city. These include: less need to travel; maintaining Wellington's character as a walkable city; different to Auckland; allows people to live close to where they work, and it makes Wellington feel like a 'real city'.

Longer comments from respondents about why building a compact city is supported include:

*Building up makes sense, even if it is not always desirable. It means that when population continues to grow we have more options available. It also takes less resource per person.*

*A compact, more densely populated city centre, with more walking, cycling and public transport is attractive in terms of reduced emissions, [and] reduced noise pollution*

## Environment

**116 comments**

Just under half of the comments about environmental aspects regarding Scenario 1 were in relation to carbon emissions. (Note that carbon emissions explicitly linked to vehicle use are discussed under Transport.) In all of these comments, Scenario 1 was admired for its focus on reducing carbon emissions. People phrased this in a number of ways, including:

*encourages carbon reduction*

*Increased density most effectively facilitates a decrease in Wellington's carbon emissions*

*Reducing carbon footprint*

In addition, a considerable number of people were in support of the sustainability offered by Scenario 1 and cited better environmental outcomes as a result of this scenario. There was broad support for sustainability, which was phrased in a variety of ways, including: sustainable living, greener initiatives, helping to safeguard the natural environment, and the mitigation of environmental problems.

The following comment is from a respondent who admired Scenario 1 for its:

*sustainability - growing the city in a way that supports a transition to a low-carbon economy & maximises the utilisation of infrastructure.*

A moderate number of respondents supported Scenario 1 because it will result in less destruction of rural land, and/or green space. People felt that this scenario has minimal negative impacts on the rural land immediately adjacent to central Wellington. This land was viewed as an asset for Wellingtonians and one that should be preserved. A small number of comments about green space were in support of Scenario 1 because it ensured some green space is preserved in the city centre.

Several respondents specifically referenced preservation of the green belt in their support of Scenario 1. These comments were related to those who supported the protection of rural land generally, as the following quote shows:

*Keeping some of the town belt for use by inner city dwellers.*

## Protection of rural land and urban sprawl

**115 comments**

A large number of respondents supported Scenario 1 because they did not want the city to expand into rural areas and create urban sprawl. Three quarters of the comments made simple statements like 'less sprawl' or 'protecting rural areas' when commenting on why they preferred this scenario.

Several respondents mentioned that this scenario helps protect the environment. A couple of comments that reflected this sentiment are as follows:

*Feel the development of high rise apartments is the natural progression for housing globally as it actively addresses the environmental issues around sprawling suburbs.*

*It limits the spread of Wellington into the green spaces and rural land that surround it. It puts the environment first, and that's what we absolutely have to do from here on in*

## Infrastructure

**61 comments**

A substantial number of respondents supported Scenario 1 because infrastructure is already in place and the cost to improve it was considered less than what will be required to create the new infrastructure proposed in Scenarios 3 and 4. People commonly mentioned economies of scale, sustainability and efficient use of existing infrastructure when describing what they liked about this scenario.

Wellington Electricity Lines Limited had the following to say to about their support of Scenario 1:

*4.3 In principle, WELL support more growth being provided via intensification within the City centre and inner suburbs. The reason for this support in principle, from an electricity supply perspective, is that efficiencies regarding network upgrading will be able to be better realised.*

*4.5 Not only would Scenario 1 contribute to a compact urban form for the City, but also would facilitate energy conservation through the lessening of transportation costs, as well as from more*



*centrally derived insulation and heating provision through higher occupancy multi-unit developments....*

*4.7 From WELL's perspective as an electricity distribution business, Scenario 1 is supported in principle to the extent that increasing the City's central and inner suburban residential density allows for network efficiencies (both for supply and demand) – and furthermore will allow for improved energy conservation.*

*4.8 In addition to the above feedback, WELL would also like to note that by providing for Scenario 1, issues derived from reverse sensitivity are expected to already be largely mitigated in central and inner city suburban environments as much of the core infrastructure are already in place – and furthermore, are already functioning in an integrated manner with the surrounding high density residential land use.*

Southern Cross hospital also supported Scenario 1 because:

*High to medium density residential development will enable the efficient use of existing infrastructure in this area, and provide for cost effective investment in new infrastructure where required.*

### **Housing affordability**

**50 comments**

A substantial number of people supported Scenario 1 because of the increased availability of housing and the possibility of lower rents as a result of this increase in supply. This was viewed as being of particular benefit to those on lower incomes, including students and families with young children.

Respondents called for the following: more housing; more affordability and more accommodation. The following comment summaries the thoughts of others:

*Ensuring we have adequate supply of affordable housing for everyone.*

### **Economic benefits**

**46 comments**

A considerable number of respondents supported Scenario 1 because they thought it makes economic sense to do so. Several people commented that increasing the number of people living in the CBD would be good for business as people will shop where they live. This point is summarised in the following comment:

*Business benefits from more people close to shopping areas*

A small number of people said that having more people in the CBD would create more employment opportunities, which would be good for the local economy. A small number of people also commented that savings made from not having to use a car/living in a walkable city would contribute to the wider economy as that money would be spent in other ways.

### **Public amenity**

**39 comments**

A considerable number of respondents supported Scenario 1 because it includes pocket parks, recreational activities and that it preserves open- and play-spaces. Green space in the city was deemed vital for liveability and amenity value.

A small number of respondents mentioned other countries where intensification of the CBD includes areas for people to enjoy green space and socialise. One respondent suggested that the Council look to Berlin for inspiration. They stated:

*The 6-story apartments will be really nice. Think of Berlin! That's what they have with plenty of green parks. Makes people go out and socialise, rather than confining to their white picket fence. Has a good affect on social wellbeing. New developments means less cold, damp homes!*

### **Inner city housing**

**28 comments**

A moderate number of people commented that what they liked about Scenario 1 was that it provides for an increase in housing and an increase in the types of housing that will be available. Several respondents



stated this in simple terms of 'more housing' or 'more housing options'. Whilst others mentioned the type of housing they would like to see. A couple of people explained their reasoning as follows:

*It's the only way Gen Y/Z young adults like myself have a chance of getting ahead. We want to live in the city, are willing to live in more compact, economical houses, and don't need sprawling properties. This is the only option that feels like it represents what my generation needs, rather than just more giant houses for baby boomers.*

*You've targeted areas where there are lots of students but make sure there's a mix of "Party Central" properties as well as for those in different stages of life.*

#### **Suburban outcomes**

**19 comments**

A moderate number of respondents discussed suburban outcomes in their comments. The common thread amongst these comments was that people admire Scenario 1 for its dense city centre and decreasing density in other suburbs. This is summarised in the following comments:

*Town continues to have apartments, suburbs continue to have space - this gives people a choice about lifestyle without removing all the benefit of suburban living (which med or high density in the suburbs would do).*

*High to medium to townhouse dwellings radiating from CBD - Inner - Outer Urban is logical, economic and efficient.*

#### **Hazards**

**17 comments**

A moderate number of respondents supported Scenario 1, despite the risk of hazards in the CBD and inner city, because they thought the benefits outweighed the risks involved. Opinions include: the hazard in question may never happen so development should not be hampered by 'what ifs'; or the environmental impacts of urban sprawl were greater than the risk of hazards in the CBD.

Below are a couple of comments echoing the thoughts of multiple respondents on this topic:

*Personally, I don't see the hazard prone areas as a reason to steer away from development. Realistically, Wellington or even New Zealand as a whole is a hazard prone area and it becomes the peoples decision to choose to live there.*

*All NZ is a hazardous zone: or haven't you learnt that.*

#### **Density of housing on transport links**

**12 comments**

Several respondents were supportive of Scenario 1 because it increases density alongside the transit spine in the inner city and suburbs. As one person said succinctly:

*Focusing density around transport corridors and nodes is important!*

#### **Balanced approach**

**6 comments**

A small number of people stated they supported Scenario 1 because it represented a balanced approach. They liked that inner city and suburbs would be intensified, and felt the levels of development proposed for particular areas was appropriate. They also thought that is offered something for everyone.

#### **Other city outcomes**

**10 comments**

Several comments fell outside the topics discussed above. They included statements about the following issues: that growth is inevitable; that Scenario 1 represents the easiest way to cater to growth; that this scenario is modern, and that it will "strengthen" Wellington; that it is a better use of land; and, that it will improve Wellington's status.

### **Transport**

#### **Public transport**

**203 comments**

A very large number of respondents supported Scenario 1 for its focus on public transport. The provision of public transport was consistently supported across the 200 comments discussed in this section. In some cases, support was expressed emphatically.

The majority of people who supported investment in public transport did so in general terms. These comments were in response to the question “What are some of the things you like about this scenario (1)?” and frequently included more than one aspect. The following words and phrases were used:

*An enhanced public transport network*

*A working public transport system between suburbs and city*

*Improved public transport*

*I like the focus on less carbon emissions in the city - multi modal transport systems*

*Strong public transport links.*

When additional information was provided, people cited public transport as preferable to the use of cars and other individual motorised vehicles.

Several respondents specified that increased or better rail or train services would be beneficial, with requests for investment in light rail services. Light rail was frequently mentioned in the context of sustainable and/or “quiet” transport. However, the majority of comments were generalised and simply supported public transport.

#### **Reduced use of private vehicles**

**196 comments**

A very large number of respondents stated they supported Scenario 1 for its proposed reduction in the use of cars, and resultant carbon emissions. (Note that carbon emissions generally are discussed elsewhere in this report, under *Environment*. This section only includes emissions related directly to car or vehicle use.)

Respondents overwhelmingly agreed that the projected reduced dependence on cars and consequent vehicle emissions was positive, and in some cases necessary. Respondents spoke approvingly of the following aspects: fewer cars in the city; less people in cars; the scenario requiring less cars/buses; lower carbon emissions; reducing the need for driving; and, the need to get cars out of the city. The following comments are typical of many:

*Less use of private motor vehicles*

*This scenario offers opportunities to reduce congestion and carbon emissions*

*It helps solve transport issues - and is a low carbon option*

*I support less traffic more free non vehicle movement throughout the city*

*I like the idea of reducing transport and CO2 emissions*

#### **Active transport**

**169 comments**

Provision for active transport modes was an aspect of Scenario 1 admired by a very large number of respondents. People wanted more walking and cycling infrastructure and a more walkable and cyclable city. This was frequently phrased in simple terms, and alongside other aspects such as public transport (discussed earlier). Comments included the following:

*Promotes walking and cycling.*

*Increased investment in walking, cycling and public transport.*

*Preserving green field sites and supporting walking and cycling as transport options*

Respondents supported this scenario for its emphasis on creating a city and way of life that is more amenable to walking and cycling. These modes were viewed as complementary to other sustainable modes. The importance of interconnective modes of transport and of living were also discussed. The following discussed interconnective models' relationship to carbon emissions as:

*Increasing the density of the central city, so more people can readily walk, cycle, use micromobility, and connect to public transport and mass transit so they can also use those readily. Reducing greenhouse gas emissions from transport and urban form in the city is crucial.*

**Positive commuting outcomes from ease of movement****75 comments**

A sizeable number of people noted the general benefits of Scenario 1 in terms of its potential to improve transport and movement in and around the city.

People expressed that the daily traffic commute is currently problematic. Some foresaw that these issues would worsen under alternate scenarios, as evidenced by comments highlighting Scenario 1's ability to reduce rather than increase cars in the city. There was the perception that this scenario will reduce transport problems. A comprehensive "cross-city transport system" was sought and the following comments describe aspects of this:

*More inner city dwellings will reduce day to day vehicle traffic within the city.*

*Lesser sprawl - not turning into a super city like AKL with an hour commute everywhere*

In several of comments, Auckland was referenced, and that Wellington should do what it can to avoid becoming "like Auckland", which was characterised as a sprawling city in which movement was difficult and time-consuming.

The overall sentiment of comments in this section were that Scenario 1 is admired for its ability to make transport and travel in the city more efficient.

**Other transport comments****13 comments**

Other comments addressed parking, transport corridors and transport generally. The "transport focus" was admired by a few respondents, with no further explanation offered. A few others admired the reduction in parking this scenario was thought to result in. One person added that it moved the focus off cars and on to people.

**Community****Vibrancy****98 comments**

A sizeable number of respondents supported Scenario 1 for its ability to create a vibrant, lively and thriving city centre, with the majority using variations of the word "vibrant" in their responses. The following quotes are indicative of the sentiment present in many of the shorter comments that liked Scenario 1:

*Beneficial for urban dynamism, community and innovation*

*Concentrating population in the CBD will contribute greatly to a vibrant city.*

*We need an urban cultural centre which has a buzz*

*Compact Inclusive + Connected Greener Resilient Vibrant + Prosperous*

Longer comments typically added that a vibrant centre was ideal for one of the following reasons: as a tourist attraction; as it is what Wellington is known for; enabling ease of living in the city; creating a cultural attraction; and, improvements to commercial activities in the centre. The following respondent highlighted the importance of this to them:

*A vibrant inner-city where people live and work is a great attraction to international visitors and great for business opportunities. That is important not to lose site of*

**Living and working in once place****91 comments**

In addition to the support for a vibrant city, Scenario 1 was positively appraised for enabling residents to live, work and play within the same area. A sizeable number of respondents supported Scenario 1's proposed dense inner city with a mix of housing, commercial and community spaces.

Comments were mostly broad, simply noting that there would be benefits from locating living areas close to where people work and socialise. This included such comments as:

*Fostering a range of affordable housing close to amenities.*

*More people close to the main business areas and social areas*



Several respondents linked Scenario 1 with sustainability and the environmental benefits of the perceived reduction in travel times associated with this scenario. However, the comments discussed under this heading consistently showed general support for more people living in the city and/or more activity in the centre. This was thought to make living easier and more pleasant (discussed below), and better environmentally and commercially. As one person said:

*Concentrating people where they work and recreate makes more sense than extending the urban sprawl.*

#### **City liveability**

**42 comments**

A considerable number of respondents were in favour of Scenario 1 as they perceived it would result in a city that was more liveable.

Liveability was characterised in a number of ways, including: the availability of communal spaces to enable informal social interactions; better living on account of less travel; the availability of a range of housing options in the centre; the safety that is a result of more inner city residents; and, an active inner city life because of increases in the uptake of active transport and/or recreation. In many cases, various aspects of liveability were listed together, as the following comments show:

*Helps create compact and hopefully attractive live/work/play environments*

*The infrastructure benefits that will be possible with denser living - a more human-centric, pedestrian and cycle friendly and overall more connected city.*

In a small number of cases, other “liveable” cities were cited as examples to emulate. These included Berlin, Hong Kong, Paris, and Barcelona. Such cities were claimed to be family-friendly, easy to live in, and easy to get around.

#### **Community development**

**35 comments**

A considerable number of respondents agreed that Scenario 1 was ideal because it encouraged inner city living and the communities that go with that. People admired the idea of cohesive city neighbourhoods. Several comments expressed the value in promoting communities, such as:

*Communal living in harmony with neighbours, more resilience*

*Brings people closer together (important in this world where we're all so alienated).*

The concept of a neighbourhood was positively appraised, with people emphasising the importance of social connections. In a few cases, people associated less car travel with increased community development. This was due to increases in active transport promoting informal exchanges, and that more people would be attracted to active modes by less vehicular traffic. The idealised nature of some of these comments is reflected in the following quote, where Scenario 1 is hoped to bring about:

*Enhanced community and the promotion of social and cultural interaction.*

#### **Other community outcomes**

**13 comments**

Several comments identified a variety of positive community outcomes from Scenario 1. Shorter commutes were associated with “happier” people. Active modes that this scenario promotes were deemed “healthier” and the scenario was supported as a necessary way to accommodate growth. Cycle Wellington expressed support for Scenario 1 on the basis that it promotes a lifestyle suited to modern living, which, in addition to promoting active modes of transport, has positive outcomes for communities:

*We see density as an essential move to modernise our city and give people more options in how they arrange their lives.*

A few people noted that Scenario 1 would or could be beneficial for students, particularly the availability of low-cost housing.

Lastly, one respondent added the following point about Scenario 1:

*Supports the preferred outcomes from The Our City Tomorrow engagement carried out in 2017:  
compact, inclusive and connected, greener, resilient, vibrant and prosperous.*

### **Health and wellbeing**

**9 comments**

Scenario 1 was supported by several respondents for its perceived health benefits. Dense(r) inner city living was deemed beneficial to wellbeing because of reduced time spent commuting; more walking; more cycling; and, the general point of more healthy living. The comment below is just one example of benefits to wellbeing made by respondents:

*People walking and cycling to work are healthier and put less pressure on the health system, take fewer sick days, etc.*

Southern Cross Hospitals Limited noted that more people living close to the Hanson Street Hospital and Wakefield Hospital would allow increased access to healthcare.

### **Residential housing**

#### **Building design and types**

**117 comments**

A sizeable number of respondents supported Scenario 1 because of its description of building types and design. Two thirds of the comments in which building design or type were discussed were in support of high-rise development. The respondents agreed with "higher buildings", "building up", and "higher rise apartments" in the CBD. There was broad support from this group for high-rise living to cater for growth, as the following comment shows:

*Wellington has lots of capacity to grow up, let's do it*

Several people supported the proposed higher building heights in this scenario to a certain degree. Comments included: support for mid-density, low rise, higher rise – but, "not more than 5 storeys". As one person said:

*We do need some areas of higher density but would not wish to affect Newtown or Berhampore with high buildings*

In some comments, people cited specific locations where development was supported. These were frequently cited as being in the inner city suburbs, but in the majority of cases respondents simply supported the concept of building "up". The following comments are representative of the thoughts of respondents on this topic:

*I support higher buildings in the central city including areas like Mt Cook Newtown, Kilbirnie Aro valley A lot of the buildings here are either rotten, needs to be updated.*

*I also feel compared to other global cities there is some good space to build more high rises in the city. We are leaders in earthquake tech and we should leverage this*

A moderate number of respondents supported Scenario 1 because it will result in a modern residential housing stock. Respondents expressed that high quality building design was essential in the implementation of Scenario 1.

Respondents frequently addressed hazard mitigation, or sustainable design in their comments. People support buildings that are: insulated, earthquake strengthened and do not obstruct views/light. Respondents also asked for useable, and well-designed buildings. Typical comments include:

*It will incentivise better quality apartment development*

*Example could be deploying enabling planning controls whereby developers may be allowed to increase floor levels if they include green roofs, win win scenarios which use development as trigger for improved urban outcomes*

Several respondents said that this scenario allowed for a variety of home designs to be built in the city. People valued choice, good housing options, and the extra housing supply that was perceived to be a result of Scenario 1. As one respondent stated:

*When I moved here there weren't enough options for living in the city so more would be beneficial.*

#### **Character loss tolerated**

**34 comments**

A considerable number of respondents reported that some character loss as a result of Scenario 1 was tolerable. In the majority of comments, respondents characterised character houses as cold, damp, and rundown. They felt that better, modern, and liveable housing was preferable. The following respondent stated that they have lived in character homes previously and:

*As a tenant, and they're horrible cold and damp. Many of them are at the end of their natural lives anyway. Replacing them with modern housing is good thing.*

In several comments, people noted that although some character should remain, there was scope for upgrading or improving some "older" housing or suburbs:

*We should obviously take reasonable measures to protect buildings that have genuine heritage value, but not at all costs. The character value of the suburbs described in the scenarios are massively overstated.*

#### **Specific areas for development**

**22 comments**

A moderate number of respondents identified a specific location they deemed suitable for development. Several respondents said that Newtown could be developed further. They supported medium-rise housing, or apartment buildings in Newtown. A couple of respondents said the reason for this was because it would have a flow on economic benefit to nearby commercial precincts.

Other comments mentioned the suburbs of Thorndon, the Terrace, Aro Valley, "along Adelaide Road", Mount Cook, Kilbirnie Aro Valley as areas that could be further developed. The following comment offered the following reason for development:

*Lots of potential to redevelop areas such as Newtown, Berhampore, Mount Cook. Even though these areas have character value, the quality of living within these buildings is poor.*

#### **Other comments on residential housing**

**16 comments**

A moderate number of comments talked about residential outcomes but were generalised in nature. A small number of people stated their support for Scenario 1 because it maintained historical areas rather than mentioning character. These suburbs included Kelburn, Newtown, and historic precincts of Wellington in general.

The remaining few comments discussed: support for Council-owned apartments (so that rents can be set at fair rates), retention of visual amenity and an admiration that Scenario 1 will provide an "interesting skyline to look at".

#### **Other topics**

##### **General positive appraisal of Scenario 1**

**14 comments**

Several people responded to the question about what they would change about Scenario 1 with "nothing" or that they supported Scenario 1 because it was simply good, or the most appropriate. A few said that it applied common sense; provided exciting opportunities for Wellington; and, was efficient.

## **COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 1**

**1508 COMMENTS**

#### **City outcomes**

##### **Hazard management**

**235 comments**

A very large number of respondents supported Scenario 1 but had concerns about the risk of increasing density and building in an identified hazard zone. People mentioned the risks posed by earthquakes, sea level rise, flooding and climate change when commenting on things they would change in this scenario.



A sizeable number of people mentioned a hesitancy to build high-rise buildings and increase density in the CBD, due to the risk of earthquakes and tsunamis. Three quarters of respondents commented that Scenario 1 would be ok if the risks associated with earthquakes could be mitigated through: limiting building heights; using innovative technologies to make buildings earthquake resistant; not building in areas prone to liquefaction; mitigating tsunami risk through building design or sea walls, and making sure that existing earthquake prone buildings are brought up to standard or replaced before further development of the CBD is undertaken. Several people talked about not wanting to live in high-rise buildings during an earthquake and suggested building heights be capped. The following quote recounts the experience of living in a high-rise apartment during the Kaikoura earthquakes and suggests a possible mitigation:

*I agree that there should be more buildings for apartments built. However, after living in a 10 floor apartment during the big Kaikoura earthquake, I strongly disagree that apartments go higher than 10 floors. We immediately moved out of our apartment to a lower storey apartment. I think building lower apartments would be safer for everyone in the city. There will be less glass coming off tall buildings in big earthquakes. There would be less damage to be reported to EQC. A lot of our stuff was damaged in the 10th floor because it swayed a lot whereas lower apartments didn't have much damage to their belongings*

Several respondents commented that there was nowhere in the Wellington region that wasn't at risk from earthquakes and therefore this should not be a reason to dismiss this scenario. They argued that the environmental risks associated with Scenarios 3 and 4 were greater than the risks associated with earthquakes.

A substantial number of Wellingtonians commented on the risks associated with rising sea levels and climate change. Nearly all the comments conveyed simply that they were concerned about changes in sea levels and the effect this would have on the proposed Scenario 1 developments. However, few suggested how sea-rise could be mitigated. Several people commented that the Council should be working on mitigating sea level rise and climate change now, and that it was an issue for the whole of Wellington, not just the CBD and inner suburbs. The Wellington Youth Council agreed with this view on the need for the Council to make climate change a priority. They said:

*Youth Council places particular emphasis on the environmental impact of each of the scenarios, as well as the impact climate change will have on the City, and encourages the Council to keep this top-of-mind when considering options.*

Several people commented that there should be no new houses built in low lying or reclaimed land without careful consideration of sea level changes and climate change. A few respondents identified areas that should be excluded from this scenario because of rising sea levels. This person suggested:

*Sea level rise is a more gradual concern and needs to be planned for now. No new residential apartments should be built right next to the water e.g. on Oriental Bay or other places likely to be affected by sea level rise. Instead the biggest developments could go into e.g. Mt Cook, Mt Victoria.*

A substantial number of respondents mentioned hazards in general, commonly stating that the risk of hazards was the only thing they disagreed with in this scenario. It was agreed that safety was the biggest priority and that any development in the proposed suburbs had to take into consideration the risks of natural disasters, with effects sufficiently mitigated or avoided altogether.

A moderate number of people commented that they would like to see more information about how risk factors would be mitigated before deciding if they wanted this scenario to be developed further or not. Several respondents commented that the term hazard was too ambiguous and wanted the Council to provide more information on how big the risks were; what specific hazards they were concerned about, and which areas were most at risk. A couple of comments that reflected the views of others were as follows:

*Too many options are unclear: what hazard-prone areas?*

*I think the point you make about hazard prone areas is misleading - improvements in building safety standards can go a long way to mitigating the risks from earthquakes. The threat of inundation is extant and will have to be tackled regardless of whether more people are living near the city centre.*

Several respondents mentioned flooding as a risk in Scenario 1 and did not want further development to be undertaken in areas that were already flood prone, without significant mitigation or avoidance considered beforehand. As one respondent commented:

*We need more downtown high-density options (but not in areas that may be flooded in 50 years' time)*

### Density and intensification

83 comments

A sizeable number of people commented on density and intensification. Of these, a substantial number identified changes they would like made to Scenario 1. The majority of comments advocated for including more provision for medium-rise housing. They also preferred a mix of building heights that added to the amenity values of Wellington, rather than detracting from them.

Several people stated that intensification should be concentrated around transport corridors. Several people commented that high-rise buildings should include communal areas and green space should be situated close by. As one person said:

*I think we should have some high density housing in the city centre, but it needs to be built in a way that people want to live in them. A lot of apartments in the city currently are not places that people want to live long term.*

A small number of people were concerned that more high-rise buildings would only increase the number of 'wind tunnels' in the CBD and care should be taken to not create sunless and cold environments. This was one person's perspective on this topic:

*Low density over a greater area of the inner city. The 15+ storie apartments already built in the inner city create dark, cold corners and Wellington is cold enough!*

### Green space

78 comments

A sizeable number of respondents commented that they would like to see a provision for more green space in Scenario 1. Green space was defined as pocket parks, parks, recreational areas, open space, urban agriculture, more trees/flora and natural spaces.

Several people equated the provision of green space with wellbeing and argued that increased density was suitable as long as people were still in close proximity to nature. Mount Cook Mobilised are concerned that:

*There is no clear and quantified commitment, as an offset to greater population density, to improve the quality of life in the central business district (CBD) and inner suburbs by providing or requiring the provision of green space (an example might be a specified area of green park or parks should be required for every (say) 1,000 people living within a square kilometre), or to provide other measures and facilities to mitigate the health and other effects of smaller dwellings and minimal outside private space.*

Inner City Wellington proposed that:

*Specifically, ICW submits that the WCC Green framework be built into the District Plan to ensure that every person lives within a five-minute walk of accessible public parks, greenways, or other green spaces with enough area for children to play and with ample seating.*

Several people commented that because intensification does not allow for people to have their own garden, it was important that this scenario include provisions for green space so that those people could interact with nature. As one person commented:



*Preserving green spaces. This lifestyle doesn't allow people to have gardens so it's important to provide communal green space within walking distance.*

#### Suburban focus

62 comments

A substantial number of respondents indicated that they supported Scenario 1, but also commented that they would like to see an increase in density in the suburbs as well. Several people commented that they would like to see the creation of suburban villages that resembled mini CBDs with high-rise apartment and mixed-use developments. As one person said:

*Shift the focus away from crowding more people into the Wellington CBD area and instead allow intensive development in other CBD areas like Johnsonville, Tawa, Porirua, Waterloo, Upper Hutt, - all of which would benefit from redevelopment - so allowing people to still live in built up areas and enjoy apartment living if they wish but also be near existing public transport services so they can travel around the region without using a car.*

This person also suggested increasing intensification further afield. They suggested:

*I would spread the inner city focus to be a bit larger - I feel the inner city focus could do with involving other areas that are a little bit further. Sort of like a middle ground between scenarios 1/2/3/4 - like Newlands is fairly easy to access, Johnsonville, Ngaio, Khandallah - and improve frequency of public transport. It removes the issue of developing new suburbs from scratch (e.g. sewage, electricity etc) and incorporates that "easy access" feel that Wellington does so well.*

#### Infrastructure

29 comments

A considerable number of respondents supported Scenario 1, but would like to see existing infrastructure improved or 'greener' infrastructure developed that would reduce hazard risk and cope with more people efficiently. Storm and wastewater infrastructure were cited as in need of upgrading if additional demand arose from population increases. However, in most cases, infrastructure or utilities were noted in general terms, as the following quote illustrates:

*I like the focus on CBD and inner suburbs. People often prefer the hubbub of city living, but the current infrastructure does not necessarily support this lifestyle.*

A few respondents noted that the flooding hazard mentioned in this scenario could be mitigated through infrastructure investment. This person suggested:

*Stormwater flood hazards in Newtown, Mt Cook etc. could be controlled by some investment in water sensitive urban design and investment in other stormwater management solutions (the incentive for this would hopefully increase with densification).*

There was broad agreement that quality infrastructure was needed, and that Scenario 1 would be improved with increased emphasis on this aspect.

#### Environment, sustainability and climate change

24 comments

A moderate number of respondents suggested that Scenario 1 include additional considerations of the environment. For several this meant a broader awareness of environmental issues and lifestyle changes in order to facilitate this. They suggested "consume local", smaller dwellings, electric vehicles, and sustainable design (i.e., water sensitive design, green roofs, and use of sustainable energy) be incorporated into this scenario. As one person said:

*If we are going to have more tall buildings in the CBD they should be made to meet tough sustainability standards, eg to minimise energy use.*

Several other respondents supported more green areas either in, or close to, the city. One person wanted to see the rural land surrounding Wellington planted in trees as a carbon sink.

A small number of respondents cited the need for awareness and preparedness in planning to address climate change.

### Affordability

23 comments

A moderate number of respondents who supported Scenario 1 would like to see a provision for affordable housing included in the development. Affordable rental accommodation was also mentioned as an important aspect to include in this scenario. Why affordable housing was important was explained by this person as follows:

*Also, the affordability of high-density housing could help to reduce social inequalities. If lower-income families are able to live well closer to where they have to work, they could experience better health outcomes, and more easily adopt low-carbon lifestyles.*

The costs involved with apartment living was mentioned by a small number of respondents with a couple of people suggesting that the Council should either own rent controlled apartments, or include a clause for new builds that set a cap on rents. As one person said:

*Property planners are taking advantage of areas but putting extremely overpriced properties in and around the wellington region. With such a diverse community here of students, workers, investors etc it is unfair to set the market at the high end with only few can afford it. Student accommodation is some of the worse I've seen around the city with over crowded rooms and high rental prices. Cheap apartments should be made available and regularly monitored to maintain their condition*

Another person suggested that ownership of new apartments should only be by people who lived in the area. They cautioned:

*We need protection against inner city apartments being used merely as investment vehicles and AirBnBs. This is what's happening in cities like Melbourne and London, and it hollows out the soul of a place. Apartments should be owned and inhabited by committed members of the community, not absentee businesspeople.*

### Economic considerations

18 comments

A moderate number of people who supported Scenario 1 commented that economic consideration also had to be given some thought before the intensification of the CBD could be undertaken. Comments were varied and included: how insurance premiums would be affected by the development of projects in an identified hazard area; whether a bed tax would be included in apartments built for air b&b's; how much contribution commercial ratepayers will be asked to contribute to the development of the CBD, and how much each scenario would cost to implement.

### Residential zoning

16 comments

A moderate number of respondents who supported Scenario 1 would also like to see some zoning changed so that commercial land that was not being fully utilised could instead be used for residential purposes. A few respondents mentioned car yards, and said that land occupied by them would be better suited to residential buildings. As one person suggested:

*Also focus on kicking out the car dealerships and other industrious enterprises along Kent/Cambridge Terrace and Adelaide Road - they use a grotesque amount of space than could house thousands of people if 4-story apartments/homes were built instead.*

Another person would like to see zoning along ridges and hilltops changed to allow residential builds. They proposed:

*My submission is that to release land for development, the "no build" zone on this map be moved up-contour so as to align to the ridgelines and hilltops overlay. This will reduce the area in which no structures are permitted. This will increase the scope for housing supply (subject to existing zoning and rules.)*

### Balanced approach required

15 comments

A moderate number of respondents commented that they would like to see a more balanced approach to development, which would involve increasing density in outer Wellington suburbs as well.

### Efficient land use

9 comments

Several respondents felt that some existing land could be put to better use in order to accommodate growth. This included car dealerships and other sprawling commercial or industrial land in the city. In addition, car parks and vacant buildings were identified as suitable to develop. One respondent suggested:

*Maximising the inner city land use first. There shouldn't be ground level carparks (i.e. New World) or single level buildings in the CBD.*

### Mixed-use development

9 comments

Several respondents wanted to see a provision for mixed-use development increased in Scenario 1. Comments ranged from wanting commercial spaces to include some residential living, to comments in support of better opportunities for residents to work closer to home. The Architecture Centre discussed mixed-use as follows:

*The documentation restricts consideration of the predicted population growth to housing impacts without addressing where and how these people may work, go to school and access essential services such as medical care. As such, potential densification of residential building through light industrial/commercial zones, such as Kent/Cambridge Terrace and Adelaide Road, is not presented as an option. Bringing people closer to where they work increases the opportunity for active modes of transport and enlivens non-residential areas that go dead after work hours.*

### Reducing greenfield development

7 comments

A small number of respondents who supported Scenario 1 used the opportunity of commenting in the improve/change field to reiterate that development in the rural areas of Wellington should not be undertaken.

### Building incentives

7 comments

A small number of respondents who supported Scenario 1 would like to see incentives put in place to encourage developers to include sustainable building practices in their development plans. Other incentives mentioned in this topic included: dropping the requirement to include parking in housing plans; providing incentives to include base-isolation technology in building plans; provide low interest loans to owners of character buildings to be brought up to code, and provide incentives for existing land to be sub-divided. With regards to incentives to sub-divide, this person said:

*My suggestion is that there is still plenty of space for new housing. My section and my neighbour's section could easily be sub-divided. Why doesn't the city council establish incentives for sub-division - at the moment there are actually disincentives. In the end the council receives higher rates after a section is subdivided.*

### Other

12 comments

Other comments that respondents would like to see changes/improvements were varied in nature and included: planning for a greater population increase than 80,000 people; align this plan with those for nearby cities; focus on policies that limit growth and provide an alternative scenario of moving some of Wellington's business activity to other regions to spread risk.

## Transport

### Enhanced transport system

82 comments

A sizeable number of respondents suggested improvements or changes could be made to Scenario 1 to enhance the transport system. Comments were varied, but generally outlined suggestions to improve connectivity in Wellington and make the transport network efficient, reliable and sustainable. A moderate



number of respondents supported a transport network that is highly accessible for pedestrians and cyclists. Several respondents talked about prioritising public transport and discouraging the use of cars. Other suggestions included: removing inner city highways; delivering a combined and integrated transport service that benefits all users; make all buses electric; more pedestrianised streets; invest in ferries; proceed with light rail; reduce inner city driving speeds and develop high-density housing around existing transit hubs. The following comments reflect the sentiments surrounding public and active transport:

*More bike friendly plans in the future, no need for roads in the city if bikes are the overwhelming majority.*

*Design focus on pedestrian accessibility to urban and suburban centers.*

*Support a focus on excellent public transport links which make it practical and easy to commute to the CBD from the outer ring.*

While the majority of respondents expressed support for forms of transport other than the private motor vehicle, a moderate number of comments noted the need to improve infrastructure for cars as well. It was suggested that roading infrastructure is currently inadequate and could be enhanced to reduce congestion issues and improve the overall connectivity of Wellington. Specific suggestions included widening of terrace tunnels; building a road from Tawa to Hutt; building a tunnel from the Terrace to Mount Victoria; developing emergency exit routes out of the city; and generally improving road links. It was noted that electric vehicles are an increasingly popular mode of sustainable transport and should be provided with the necessary infrastructure.

#### **Investment in public transport**

**73 comments**

A substantial number of respondents specifically called for a greater investment in public transport. All of these comments conveyed similar sentiments, viewing public transport as necessary in reducing the need for private vehicles and allowing for cleaner and more efficient movement throughout the city. While the majority of respondents simply called for general improvements to public transport, others specifically sought a focus on the bus system; more rail connections; planning for light rail and cheaper public transport. Several respondents drew attention to problems with the current bus system and suggested significant improvements are needed for Scenario 1 to be viable. The following comments are indicative of many received under this topic:

*I also think it's crucial that you consider improving public transport for the inner city, but also pedestrianizing key parts of the CBD. If you are trying to go carbon free you need to plan for a life without cars (again difficult to do when kiwi's are so obsessed with their cars).*

*The bus system since it changed is a joke. I regularly experience bus delays of 10 minutes, or more, as well as buses that don't turn up at all. Yesterday it was a 37 minute delay including a ghost bus, so I don't blame anyone for taking to their car as the only reliable alternative.*

#### **Car use and emissions**

**35 comments**

A considerable number of respondents believed Scenario 1 should have stronger focus on reducing the use of cars. Instead, respondents sought an increase in the prioritisation of sustainable transport modes such as walking, cycling and public transport. It was noted that this is necessary to reduce carbon emissions in the city. The following quotes reflect these ideas:

*Take the focus off a carbon-based vehicular traffic and allow pedestrians to move more freely through the city.*

*Bike lanes, pedestrian only access (except service vehicles), less car parks. Build more roads=more cars will use them, build more car parks=more car will clog our city.*

*We will also need to make a strong push to get more cars off the road to compensate for population growth. No model will work well if there is lots of road congestion.*



### Other comments

**19 comments**

A small number of respondents mentioned parking. A couple of these did not support the removal of parking in general. One person stated that removing carparks does not work for the disabled or those with children. A couple of people wanted to ensure parking is guaranteed for those living in dense inner city developments.

Several comments about changes to Scenario 1 were general in nature and did not align to other topics. A couple of people stated that carbon emissions will be reduced through electric vehicles and should therefore be provided with the necessary infrastructure. Other individual suggestions included: developing a resilient transport system; more motorcycle parks; balancing density with infrastructure to avoid congestion; and removing cyclists from the waterfront.

### Community

#### Community spaces

**42 comments**

A considerable number of respondents wanted to see the provision of spaces dedicated for community use in city developments. (Note that green spaces such as parks are discussed under city outcomes - Green space) The comments discussed under this heading emphasised the role of development plans in actively promoting community cohesion. A strong theme present in these comments was that if density in the centre increases, people will need public spaces to offset this. The following comment describes the need for shared space:

*I really feel like overseas progressive cities the promotion of "know your neighbours" share resources, gardens etc... needs to be promoted. Far too many apartments have no shared space ... We need to work far harder to collaborate like the European and Scandinavian type models. A real culture change to empower inner city living.*

Other comments referenced the inclusion of community centres and facilities for the public in their comments. Generation Zero submitted that:

*We must provide public spaces that people can use like libraries, public hangouts, community centers, and open spaces.*

This was consistent with many peoples' comments which supported facilities and services for those who live and work in the city. Schools, medical centres, parks and "green" areas for people to meet in and recreate in were supported. The need for these spaces was viewed as particularly important for families with children. One respondent stated that developers should be mandated to provide a community space in any apartment complex with more than 30 people.

#### Enhancement of city living

**22 comments**

A moderate number of people wanted to see aspects included in Scenario 1 that would enhance city living. These aspects were frequently about common or open areas (e.g., parks); aspects that add amenity; sustainable aspects; or hospitality options such as cafes for people to enjoy. The following comment is an example of one that is simple in its description:

*More schools, services, stores, parks, etc required to preserve quality of life.*

Other comments with more description raised the importance to residents in a city of having "things to do". The concept of "liveability" was present in these. People wanted Scenario 1 to include buildings that were 'human scale', enticing and welcoming.

A couple of respondents were averse to buskers and the noise of buses and were in agreement with a small number of people who felt that a quieter city would be more pleasant for residents.

#### Variety in community living

**9 comments**

A small number of different living approaches were suggested in comments about how to improve or change Scenario 1. People wanted to see housing that accommodates a range of living styles, this

included co-housing, co-living, and “dorm-style options”, as well as provision for young, old and a mix. As one person said:

*I also think you can have dorm-style options, providing housing with some communal spaces. It's massively efficient, a growing movement and also helps an ageing population, especially to create communities.*

#### Other

9 comments

A positive inner city “feel” was sought in a few comments as something to aim for although this was not explained further other than one respondent who said they wanted “a village feel”.

Remaining comments were varied, and included: support for zero population growth (to mitigate the need to grow the city) and consideration of “inter-generational implications”. A couple of people wanted to see mana whenua/tangata whenua and the community involved in planning.

### Residential housing

#### Protection of character and heritage

214 comments

A very large number of respondents spoke about their desire to protect the character and heritage of Wellington. A sizable amount of comments noted the desire for character to be preserved; the character protection provisions to remain, and development to be restricted. Citing the importance of these areas on the overall character and feel of Wellington, one respondent commented:

*Protect the heritage character of inner city suburbs - it's part of the character and identity of Wellington.*

A considerable number of comments discussed the protection of specific areas. A moderate number of comments identified Mount Victoria as an area of special character that should be maintained. Several comments identified Thorndon and Newtown as areas where special character should be maintained. A small number of comments noted that Aro Valley should also be protected. The following comments outline the thoughts of the Mount Victoria Residents Association, Newtown Residents Association and International Council on Monuments and Sites. These comments are taken from their larger submissions:

Mount Victoria Residents Association:

*MVRA opposes the removal of pre-1930s protections in the District Plan and would prefer these to be strengthened to prevent loss of heritage /character areas. Heritage and character areas can be, and are densely populated but also add much to the character of our city as a whole.*

Newtown Residents Association:

*We appreciate the heritage of character commercial buildings in Newtown, and would want the character respected, retained and made earthquake safe. The tapestry of age contributes to Newtown's identity, our local sense of place, and is celebrated by the whole city and the region once a year as the setting for our legendary Newtown Festival. District Plan rules and Newtown Suburban Centre Design guide provisions need to be crafted to encourage working with this character, preserving significant facades, while adding height and occupancy density. New builds should read as of their time, but have the grain and human scale as documented in the current Newtown Suburban Centre Design Guide.*

International Council on Monuments and Sites:

*ICOMOS NZ supports continuing to protect the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore. ICOMOS NZ does not support removing or reducing the protection of the character in Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore.*

A substantiable number of respondents discussed various building standards, planning opportunities, building provisions and ideas to develop, but also retain the character of the inner city suburbs.

Comments included:

*Retain the facade of character and heritage buildings*  
*Upgrade existing character buildings*  
*Provide grants to bring character homes up to building specifications*  
*Ensure that any new development design is keeping with the character of its surroundings.*  
*Limit the height allowed for buildings in character areas*  
*Develop an urban design guide to facilitate such development.*  
*Protect a certain percentage of character areas:*  
*Protect important character and heritage buildings*  
*Keep some character streets*  
*Implement character zones within larger character areas*  
*Protect the character of some areas and develop in other character areas*

Heritage New Zealand, Mount Victoria Residents Association and the International Council on Monuments and Sites also provided their own ideas on how to proceed with development in character areas. Their comments are as follows:

Mount Victoria Residents Association:

*Mt Victoria still has potential for some housing expansion, but the MVRA is emphatic that any developments are within the District Plan and guidelines for Mt Victoria, and sympathetic to the design form of the neighbourhood's mostly Victorian and Edwardian houses. This in line with the Council's Heritage Policy (September 2010), which states that the distinct character of communities, neighbourhoods and urban quarters are relevant factors in protecting and managing Wellington's heritage and under the Policy this is achieved through the application of a variety of both regulatory and non-regulatory measures.*

International Council on Monuments and Sites:

*ICOMOS NZ considers if new development (including higher buildings) is well designed to be compatible with the character areas, their character will be able to be maintained.*

Heritage New Zealand:

*Heritage New Zealand (HNZPT) recognises the need to provide for increased housing to meet Wellington's future growth demands. In developing options for future growth, it is important that the potential for conflict between urban intensification and heritage protection is well understood and managed accordingly. Heritage contributes to the form, character, identity and sustainability of the City. Heritage should be carefully integrated into planning for future urban form and growth alongside other key issues such as transport.*

A considerable number of comments wanted to retain character areas, but believed that some character provisions could be "relaxed" and that there were certain character areas that could be used for development. The overall sentiments of respondents are detailed in the following quotes:

*The removal of character of some areas. If high rise buildings or medium rise apartments are to be used, please build them in a way that fits in with the character, if possible.*

*I would not like to see the pre-1930s demolition controls removed from all current areas (only some)*

#### **Building height critique**

**103 comments**

A large number of respondents wanted to reduce the height of residential buildings proposed in Scenario 1. Reasons why were varied and included:

*Protection of the character of the central city and the inner suburbs*



*Hazard management (focus on earthquake resilience)*

*Concerns over shading*

*View obstruction*

*Creation of wind tunnels*

*Creation of a Canyon*

*Removes Wellington's "human scale"*

A small number of these respondents wanted to keep the amount of tall buildings developed to a minimum. A small number of people mentioned in this part of the survey that they also wanted to increase the building height provisions proposed by Scenario 4.

**Building standards**

**93 comments**

A considerable number of comments said that any development needed to be hazard resilient. A moderate number of these comments argued the need for earthquake resilient buildings. Commenters expressed concern about the impacts of hazards, such as earthquakes, sea level rise and tsunami and believed that buildings needed to be developed to accommodate such events. Respondents cited that buildings should be equipped with base isolators, minimum first floor apartment building heights and earthquake strengthened earthquake buildings standards. A couple of respondents commented:

*Make sure we build in resilience for new buildings in the 'hazard prone' areas, and for taller infrastructure. Most of Wellington is hazard-prone to a certain degree, but we can build thoughtful, resilient and sustainable buildings with proper planning.*

*If we are going to intensify in areas which are hazardous areas then those buildings need to be future-proofed to cope. If that means base isolation as a standard then so be it. If Sea level rise is an issue then have flood spaces/zones at the base of buildings which can be used for parking or green spaces that will recover from being flooded.*

A moderate number of respondents discussed the need for New Zealand to increase its building standards in general. Often discussions that highlighted the need for an increase in standards discussed this in conjunction with hazard or earthquake resilience. Building standards were also discussed in conjunction with the need for buildings to be insulated, soundproof and warm. The following quotes are representative of others:

*Implementation of improved building codes to minimise the risks of building collapse or subsequent destruction following earthquakes such as those experienced by Christchurch this century.*

*NZ building standards are crap - if we are going to have more apartment buildings they should be built to German standards with super insulated thick walls (for noise and warmth), double glazing, good natural light, no leaks, communal outdoor green space.*

Several respondents were in favour of developing standards for building design. Respondents expressed the desire of standards that would ensure that buildings were designed to a 'liveable' standard as well as to be designed to fit the character of the surrounding area. As one respondent commented:

*Require architectural standards - don't just let developers throw up more little boxes that are supposed to be houses*

**Building design**

**94 comments**

A moderate number of respondents were in favour of designing new developments so that they would be in keeping with the character of the surrounding area. Respondents believed that this was a way to facilitate growth whilst preserving the historic elements and character of the inner city and suburbs. The following quote echoes the sentiments of respondents on this topic:

*The design of new buildings in the inner city should be carefully designed to keep in character with Wellington city, and possibly have design elements of some of the character buildings/houses that they would replace.*

Several respondents said that new development must be visually appealing. Respondents felt that designs should be, classic, timeless, have complimentary visual character, a harmony of aesthetics, attractive, "not ugly" and designs that "add value". A similar number of respondents said that new development should have ecological and sustainable design attributes. Some of these comments simply noted that new developments should be sustainable. Others stated that there should be solar energy provision; that developments could be passive; have water sensitive design; communal and private gardens; have green roofs or that there should be "environmental housing". One respondent stated:

*There should be a focus on how to make the residential buildings sustainable - ie, green roofs, communal gardens, offering access to electric cars for residents rather than building a lot of carparks*

A small number of respondents discussed the need for development to cater for a range of housing options so that a range of family sizes, and people at various stages of life, could live in apartment style and higher density living arrangements. The following quote outlines the sentiment of comments on the need for a mixture of housing provisions in new developments:

*In addition, I would like a range of apartment layouts/ sizes, even within buildings. People's needs are different, and there is currently an excellent range of stand-alone houses, but there should be a similar range of apartments if a greater range of people is expected to live in them.*

A small number of respondents were in favour of ensuring that apartments in new developments are of a reasonable size, and are not "too small" or "shoe box" apartments. One respondent commented:

*Ensure that the high density apartments are too small. So many of the new apartments in the city are incredibly small and incredibly expensive, although theres got to be some balance no one wants to pay \$600,000+ to live in a shoebox.*

A similar number of respondents wanted new developments to be 'family friendly'. Respondents stated that new developments should be suitable and cater for families, and that apartments should have 'homes' that are designed for this group. One respondent commented about the current scepticism of apartment living for families and suggested that the Council should designate a "family precinct" that had model apartments blocks suitable for families. The following quote outlines the "need" for family inclusive development:

*Please make sure that any higher density central housing developments cater for the needs of families with children. These means creating decent size apartments, with plenty of outdoor space, communal or private. Please enhance playgrounds and parks and design central, medium density housing that is peaceful and safe for all age groups. Lots of communal spaces to help build communities.*

Several respondents were concerned about the development of high-rise buildings due to the earthquake risk. They were concerned about the earthquake resilience of such buildings and did not want people safety or their lives to be at risk due to their development.

A small number of comments called for the development of resilient buildings that would stand up to stress from an earthquake event.

#### Character values

7 comments

A few respondents stated that some character areas were worth keeping over others, noting that these areas should be protected whilst others can be developed. A couple of respondents believed that character in the traditional sense should not be prioritised over development. They also said that character should not be defined by the buildings in a suburb but rather become a reflection of the communities in that area.



Other comments included, the need to modernise Wellington; to only retain a few character homes; the unimportance of character homes and that a “liveable city with warm safe and not mouldy homes” is more important.

#### Other comments

4 comments

A small number of respondents made generalised residential comments with regard to changing Scenario 1. These included: more townhouses in the outer residential areas; the removal of “derelict, uninviting buildings in central Wellington”, and concern over repurposing commercial buildings in the inner city without adjacent green space also being developed.

#### Other topics

##### More information needed

23 comments

A considerable number of respondents had further questions about the survey material, or information provided in the Planning for Growth consultation material. Several of the comments wanted more information on how the scenario would be implemented. These included querying exactly how character would be affected by Scenario 1, and questioning the definition and boundaries of hazard-prone areas. As one person asked:

*I think to answer that question I would need more information on what you mean by “hazard-prone areas”.*

Respondents also wanted a general discussion on housing types in New Zealand. A small number of people said that some questions were difficult to answer either because of a lack of information or the knowledge of the respondent. For example, one respondent stated:

*The question about more energy efficient forms of transport and hazard areas was difficult to answer.*

One respondent stated that the options were incomplete and failed to consider the use of vacant land such as car parks, car storage areas and commercial land.

##### General comment

16 comments

A moderate number of respondents made general comments about improvements to Scenario 1. A couple of people sought no change to the city at all, citing its current development was “just fine”.

Other general comments included: more emphasis on home ownership; more communication; demolition of the Basin Reserve to accommodate growth; inner city rates to be reduced; and, increasing the percentage of Council-owned housing stock.

##### Alternative or blended scenario suggested

15 comments

Several respondents suggested other scenarios, or aspects of other scenarios, as an alternative to or as complementary to Scenario 1. Combining Scenario 1 with Scenario 2 was supported by a small number of people who said they liked the idea of increasing housing density “all over the city”.

Other suggestions included support for expansion into rural areas (i.e., Scenarios 3 and 4). A couple of people wanted to see growth everywhere, i.e., building “up and out”, including in rural land. The following comment highlights the complexities involved in the presentation of scenarios:

*Link it to the other scenarios. This should not be the only choice. Picking a “winner” is not prudent.*

## COMMENTS OPPOSING SCENARIO 1

359 COMMENTS

#### City outcomes

##### Hazard management considerations

77 comments

A substantial number of respondents opposed Scenario 1 due to their concern over natural hazards. These respondents recognised the vulnerability of the central city to hazards such as earthquakes, tsunamis and sea level rise and were concerned by the idea of concentrating development in hazard-

prone areas. Concentrating development in high-risk areas was described as a poor idea, short-sighted, unethical and foolhardy. Respondents noted the high cost and risk to human lives as negative outcomes of this scenario. The following comments summarise the ideas presented under this topic:

*I think this scenario would leave too many people vulnerable in emergencies*

*I do not think it is wise to build high rise residential buildings in areas that are earthquake prone (all of Wellington) and have the potential for tsunamis and flooding with global warming.*

*We cannot, under any circumstances compromise safety. A major earthquake will happen at some point. We must consider impacts in terms of re-build, debris and construction waste management. Placing people in high hazard zones should not be considered. We should be building away from these areas.*

While the majority of comments under this topic were succinct and stated in simple terms, a few respondents provided lengthy discussions outlining other considerations regarding hazards. One drew on experiences from the Christchurch and Kaikoura earthquakes and noted: the length of time it takes to recover from a major event; distant quake events can cause losses in Wellington; an earthquake will result in the loss of the CBD which will result the spatial distribution of the population across the city permanently.

Another long submission expressed the importance of not concentrating development in a single area, so that people still have some access to goods, services, employment and community facilities.

The Inner City Wellington group stated that planning for an 80,000 population increase in a known seismic area is detrimental to resilience of the city. They also stated that engineering solutions such as base isolation in all new apartments will be costly, forcing developers to decrease the size and overall liveability of apartments. They finally noted that Scenario 1 limits development in suburban centres, meaning there will be little economic activity elsewhere if the CBD is red-zoned.

#### **Limiting growth**

**23 comments**

A moderate number of respondents did not support planning for growth and instead stated steps should be taken to limit growth. The general sentiment of these comments was that Wellington is a geographically small city that does not have the resources to accommodate for growth. Respondents noted that encouraging growth would simply increase traffic, put more pressure on infrastructure and have a detrimental impact on quality of life. The following quote was typical:

*I'd like to see Wellington actually limit its population growth and its ground footprint and stay as compact as possible. All these scenarios will degrade life in Wellington because of the tendency to go cheap on important factors that make our lives worthwhile in a lovely city.*

Several respondents specifically focussed on limiting growth in the inner city stating that there were already enough people living in central Wellington. Instead, they noted that land should be "opened up" and growth focussed in outer areas.

#### **Density and intensification**

**12 comments**

Several respondents opposed Scenario 1 on the basis of density and intensification. These respondents did not support the intensity of development proposed in Scenario 1, arguing it would be overcrowded, unpleasant and inaccessible. They also noted implications for hazard management, traffic and preserving the character of the city.

#### **Suburban focus**

**5 comments**

A small number of respondents believed Wellington would benefit from focussing on increasing development and density in the suburbs rather than the inner city. They said that central areas were already under pressure from development. The following comment provides a good summary of points made under this topic:

*I don't understand why in scenario 1 you've singled out Newtown for high density housing and not included suburbs such as Wadestown and Oriental Bay. Including more suburbs would more equitably distribute the effects of high density housing. Under the current distribution of high density housing I strongly disagree with scenario 1 and support scenario 2.*

#### Infrastructure

4 comments

A small number of respondents opposed Scenario 1 because of the challenges associated with providing the amenities and infrastructure necessary for increased development. Such provisions included roading, public transport, utilities, community facilities, schools, day care centres, shops, rest homes, green and recreational space. One participant also noted that infrastructure would be threatened by natural hazards if it was concentrated in one location.

#### Other comments

16 comments

A moderate number of respondents made a range of generalised comments in opposition to Scenario 1. A couple of respondents suggested a balanced approach should be taken, believing development and growth should be focussed at a district rather than city level, including Hutt Valley and Porirua. A couple of people said that intensification would cause environmental harm. One respondent stated removal of limits on development such as density and character controls were necessary in order to improve housing affordability and enable development that reflects the people's preferences.

One respondent opposed the scenario as it would "wreck our beautiful city and harbour". Another respondent stated a combination of the scenarios is inevitable. One stated increased density should not come at the expense of providing for families. Another believed focussing on the inner city will result in costs remaining high. Another person suggested that compact form and smart growth dogma is a primary reason for the housing crisis. Finally, Inner City Wellington noted the scenario fails to address emerging challenges with insurance cover and costs associated with hazards that will inevitably have an impact on housing location.

#### Transport

##### Transport issues

14 comments

Several respondents discussed transport in opposition to Scenario 1. A couple mentioned the importance of investment in public transport along with increasing density in the city. One of these respondents believed adequate investment in public transport may negate the need to increase inner city density. Another said that the transport system should be enhanced through prioritising public transport, walking and cycling and restricting private transport. One other participant noted the importance of reducing carbon emissions associated with transport, as outlined in the following quote:

*Good transportation routes with regular services and park and ride facilities could encourage the use of public transport from the outer suburbs and rural areas, reducing the use of private transport as people's primary method of transport at peak times, and thus reduce our city's carbon emissions.*

A few comments discussed cycling. A couple of these were against the focus on cyclists in Scenario 1. The other stated mixing cycleways with motorised vehicles is dangerous. One respondent criticised the fact that the scenario mentioned nothing about the transport corridor between the airport and CBD. Another stated the city will be crowded under this scenario, which will cause problems with access and traffic. One more called for another Mount Victoria tunnel along with the removal of "the Basin" (Reserve). Another was concerned about the impacts of densification on parking.

#### Community

##### Community development issues

9 comments

Several respondents raised a range of community development issues in opposition to Scenario 1. A few believed the scenario would damage the overall liveability of the city. One stated the development



required to accommodate an extra 50 to 80 thousand people would “completely change the aura, look, feel and environment of the inner city” This was another comment:

*Needs more than pocket parks there really needs to be room for larger green space just to avoid creating a sunless environment. Canyons created by 15 story apartment blocks is going to turn the CBD into a slum. If you allow 15 story blocks we will end up with a eg. Soho like feel which I don't believe anybody wants. The large block, one bedroom style blocks only encourages transient usage eg. students.*

A couple of respondents spoke of the potential detrimental community impacts of Scenario 1. They noted dense residential developments do not foster a sense of community and were concerned Wellington would become like Auckland, where people are trapped within the confines of the city. One other respondent stated higher buildings create social issues for vulnerable residents.

One respondent stated development in internet and fibre connections will allow more to people to work from home. Another stated modern apartments are not being designed and built for liveability, describing them as “shoeboxes” with inadequate facilities. The following final comment outlines the benefits of lower density suburbs:

*Low density suburbs are a precious thing, I highly value being able to raise a family with light, space and greenery around them. Being crowded with apartment blocks and low-cost townhouses (as would be expected from developers seizing opportunities) will change the make up of communities and the feel of the city*

## Residential housing

### Protect character and heritage

97 comments

Scenario 1 was opposed by a large number of respondents because of the potential loss of character it involved. Opposition was phrased in a number of ways, but the support was clear for retaining character in the city and suburbs. People objected to: the removal of protection from character homes; the character of the city changing; the destruction of character; the threats to heritage architecture; and, the destruction of the character of heritage suburbs.

While the majority of comments were succinct, the following comments represent those which were more descriptive:

*I am strongly against this scenario, I believe the current style of Wellington's Inner suburbs is part of what makes wellington great. It is a big little city. Developing the inner city suburbs would make it feel like any other city with a built up CBD and inner-city suburbs.*

*Great cities in the world do not sacrifice their heritage they preserve it and celebrate it. If we demolish our character houses and build apartment blocks and townhouses everywhere we will look like every other average to below average city in the world.*

Several people added that once historic buildings were altered, there was “no going back”. They emphasised that the value of character buildings was their distinctive look, which could not be replicated. Residents’ associations were vocal in their opposition to the removal of character housing, particularly in the areas they represent. This was the case for residents’ associations in: Mount Victoria, Mount Cook, Lilburn, Oriental Bay, Onslow, and Thorndon. In addition, the Thorndon Society, Historic Places Wellington, Inner City Wellington, and the Mount Victoria Historical Society opposed the removal of character protection. The following point from Mount Cook Mobilised summarises the general sentiment well:

*As a general conclusion, MCM does not support Scenarios 1 and 2 if this means any reduction in character area protection. While sympathising with the need to intensify the density of housing to reduce the impact of climate change and enable people to find affordable accommodation, the increase in inner city population resulting from the proposals in these two scenarios for the*



*removal or reduction of character area protection appears to be small. This small gain does not offset the significant downsides of the proposals.*

Three lengthy submissions from individuals not affiliated with a group were received on this topic, one in support of “the retention of the existing planning controls in Thorndon”, and in opposition to any liberalisation of planning controls that protect character areas in Thorndon. Another from an architect opposed the loss of character building and urged the Council to instead support maintenance of these homes. One couple highlighted the importance of heritage areas and their contribution to amenity, social wellbeing, and as a tourist attraction.

### **Opposition to proposed building heights**

**38 comments**

A considerable number of respondents opposed Scenario 1 because of the proposed building heights. High-rises were objected to on the basis that they are perceived to: block views; block sun; be uninsurable; create wind tunnels (or “canyons”); foster anonymity; ruin the charm of Wellington; increase crime; and, decrease liveability.

Many of the comments advocated for medium density in the suburbs as an alternative to 15 storey apartments in the centre, or simply stated they objected to high-rise apartments. One respondent stated:

*I don't like anything. I don't want to live in a city enveloped in 15+ storey high buildings!!*

Several comments noted that high-rise development may increase risk from earthquakes and climate change related hazards such as flooding and sea-level rise. Inner City Wellington proposed a maximum height of 8 storeys on the basis that, coupled with a green roof, this would maximise energy efficiency.

### **Other**

**12 comments**

Other topics that criticised aspects of Scenario 1's approach to residential housing included apartments (particularly higher-rise apartments) considered “shoe-boxes”, or as having no place in the suburbs.

A small number of comments expressed scepticism about the ability of certain areas to absorb higher density residential housing, particularly when the demand for mixed housing types was factored in.

A small number of respondents stated that building standards would need to be of a high standard in order withstand hazards; and for reasons of liveability and longevity of the housing stock.

### **Other topics**

#### **General opposition to Scenario 1**

**47 comments**

A considerable number of respondents stated in simple terms that they did not like anything about the scenario. Common phrases noted include: nothing, not much, none, scrap it, not do it, and nil. Examples of slightly longer comments include:

*I strongly disagree with all the proposed scenario*

*Don't do it, it will ruin Wellington*

*Not a lot. Why ruin the lives of existing residents?*

*The only thing that would improve this scenario is to remove it as an option.*

### **Other**

**5 comments**

Remaining comments were made on the following topics: one person queried the numbers defining the extent to which Wellington is project to grow; one person was “unsure” about Scenario 1; one wanted funding for development to come from somewhere other than WCC revenues; and, other general queries about clarity.

## Scenario 2: Suburban Centres

### Focus

#### SCENARIO SUMMARY

#### WHAT WAS SAID...

##### Overall assessment

##### Support comments

- A very large number of respondents supported intensification of the suburban areas outlined in Scenario 2, with medium density development the preferred approach. Spreading development to suburban areas was considered prudent management of natural hazard risks. People were enthusiastic about the opportunity to develop discrete suburban villages, retaining a compact rather than sprawling city, which was anticipated to deliver vibrancy, liveability and increased economic activity. Suburban hubs were desired for their ability to facilitate quality personal interactions leading to stronger community bonds.
- Improved environmental outcomes, particularly from better public and active transport provision was another anticipated positive outcome. A substantial number of respondents supported the relaxing of heritage protection, believing replacing old cold and damp houses with new ones was an acceptable approach. A variety of housing types were supported including higher-rise buildings, with a moderate number of respondents anticipating improved housing affordability.

##### Change/improvement comments

- Those who sought changes to this scenario focused most on character loss. A very large number of respondents sought amendments to the proposed scenario so that more character is retained. A moderate number of respondents sought protection of good quality character and removal of poor character buildings.
- A range of suggestions were also provided regarding building height with some favouring taller buildings than what is proposed and some favouring shorter buildings. A sizeable number of respondents identified quality building design as an important issue, with some requesting regulation to ensure minimum building standards are upheld. Housing choice was important for a considerable number of respondents.
- A sizeable number of respondents sought more care taken to mitigate hazards. A similar number had mixed views on intensification with some wanting more, and others less intensification.
- A considerable number of people sought: better delivered infrastructure; developments to deliver high quality public outcomes, if necessary, by regulation; an increase and variety of green space developed; and, further spread of development to suburbs than what is proposed in Scenario 2.
- A very large number of respondents felt that without significant investment in transport, particularly improving public and active transport infrastructure this scenario would be undermined and not be successfully delivered. A key desirable outcome was mode shift from cars to more sustainable transport options.
- A substantial number of respondents sought infrastructure to develop community hubs and ultimately foster community development and cohesion.

#### Opposition comments

- A large number of respondents opposed loss of character in Scenario 2, and sought pre-1930's protection, particularly in central suburbs to retain their look and feel and retain Wellington's identity. Intensification of suburban Wellington was opposed by a moderate number of respondents.

#### What was supported

- A very large number of respondents supported intensification of the suburban areas outlined in Scenario 2. They believed taller buildings could be accommodated in some existing suburbs, with medium density development a preferred approach. A large number of respondents considered this approach a good way to efficiently use existing infrastructure. Some suburbs were identified by name: Newtown, Berhampore, Kilbirnie, Johnsonville, Karori and Brooklyn.
- Hazard exposure reduction was a positive aspect of this scenario for a very large number of respondents. For a variety of reasons it was considered prudent to spread development to suburban areas rather than, in particular, focus it in the centre which would be the case if Scenario 1 was delivered.
- The possibility to develop self-contained suburban villages was encouraged by a sizeable number of respondents. Retaining a compact city, rather than sprawling into rural areas was supported by a sizeable number of respondents. One of the key benefits of more intensified suburban areas for a considerable number of respondents was the resulting increase in economic activity. Mixed-use development including residential and commercial activities was positively appraised by a considerable number of respondents who saw benefits in the vibrancy and commercial activity this was predicted to deliver. Another benefit was the development of more local amenities, such as open spaces, medical centres and schools. The spreading of growth across suburbs was also supported by a considerable number of respondents.
- Positive environmental and sustainability outcomes were anticipated to be delivered by this scenario by a considerable number of respondents. In the same vein, a moderate number of respondents supported this scenario because it does not sprawl onto rural land.
- A large number of respondents expressed support for Scenario 2 for the benefits to public transport they perceived it would come with, particularly improvements to the current transport system as well as increasing uptake and opportunities to expand and improve the network. Development close to transport hubs was considered a key facilitator of public transport uptake.
- A similar number of respondents supported improvements which would occur for transport generally, aligning improvements with more compact urban form which was thought to facilitate transport efficiencies. A considerable number of respondents valued having services and amenities within walking and cycling distance and supported investment in active transport connections.
- A large number of respondents supported community development, based around community hubs/centres which were idealized to lead to stronger, closer, more resilient and diverse communities, or suburbs that have a community feel. It was felt that this would deliver increased community vibrancy and cohesion.
- A substantial number of respondents supported the relaxation of character protection proposed in Scenario 2. They conveyed that protection of character was in some cases misguided, or that preservation of character had 'gone too far', particularly in the case of housing that is not warm/dry. A similar number of respondents supported the Scenario 2 provisions which will protect suburban character in residential buildings.



- A considerable number of respondents supported increased housing options, believing that this will accommodate different living situations of various households and their differing needs. A considerable number of respondents supported higher rise suburban buildings. A moderate number of respondents made the link between increased density and improved affordability which they supported.
- A substantial number of respondents either stated that this scenario was their ideal scenario or expressed general support for it.

#### What should improve or change

- Sensitive treatment of character was a topic discussed by a very large number of respondents. Comments were made that character loss was not necessarily an inevitable outcome of development, and that this scenario could be amended to better protect some character buildings or particular areas avoiding the loss of suburban 'villages'. A moderate number of people questioned character value, wanting 'good' character aggressively protected, and 'rundown' character homes retrofitted to create healthier, better looking homes, or replaced with higher density residential buildings.
- A large number of respondents wanted amendment to proposed building heights. A broad range of opinions were expressed, including those who wanted less height and those who sought taller buildings, with a variety of arguments posed to support particular opinions.
- A sizeable number of respondents sought quality building design and high standards to be part of any development, the main concern was that poor design could lead to bland, unappealing, or unlivable residential housing. A moderate number of respondents advocated for minimum design standards. A considerable number of respondents highlighted the need for a mix of housing options to be available to meet different living needs.
- A sizeable number of respondents proposed changes or had concerns about natural hazard risk in Scenario 2. Overall, these comments sought more taken to mitigate hazards.
- A sizeable number of respondents sought modifications to the intensification provisions outlined in Scenario 2. A considerable number wanted increased intensification and density in suburbs, and a similar number wanted density focused along transport spines, others wanted to ensure that intensification did not lead to urban sprawl.
- A considerable number of comments focused on infrastructure and how infrastructure will cope with pressure from additional population. A broad range of topics were covered including how it should be paid for, ensuring quality and resilience, and, incorporating new technologies.
- A considerable number of respondents wanted to ensure development leads to high quality public outcomes, and wanted rules put in place to ensure that quality, people-centered developments are delivered. A broad range of specific suggestions were provided.
- A considerable number of respondents sought the inclusion of more open/green spaces in the development proposal, including community gardens, recreational areas, pocket parks, and communal spaces. This was considered particularly important in the event that more people are living in high density housing.
- A considerable number of respondents wanted development spread to suburbs further out than those identified in Scenario 2. A similar number of respondents believed that mixed-use development was a good way to achieve greater population densities. However, a moderate number wanted the CBD developed ahead of suburbs.
- A very large number of respondents commented that without significant planning, consideration and investment in transport, Scenario 2 is unlikely to be feasible. The majority of these comments related to public transport, including general public transport, buses, trains and rapid mass transit. The anticipated benefits of investment were around the reduction of congestion and carbon emissions, both considered significant issues. A moderate number of



respondents recognised the importance of providing for pedestrians and cyclists, including a connected, separated cycle network and pedestrianisation of inner city areas and suburban centres. A moderate number of respondents sought investment in roads to improve vehicle flows.

- A substantial number of transport comments specifically focused on facilitating mode shift away from unsustainable private vehicles to sustainable options such as walking, cycling, public transport and electric vehicles.
- A substantial number of respondents commented on a wide range of topics regarding community development. A moderate number focused on the need to develop physical infrastructure such as community hubs. Some extended these comments to state that the focus should be on fostering community development.

#### What was opposed

- A large number of respondents opposed Scenario 2's provisions for development in character suburbs and changes to pre-1930's character protection. The majority of comments discussed the need for protection of central suburbs in order to retain their character, look and feel. The main reasons for the protection of specific suburbs and areas was negative changes to the identity and appeal of Wellington and because it would be detrimental to tourism.
- A moderate number of respondents were generally opposed to intensification in suburban Wellington. Overall these comments favoured less rather than more growth.
- A considerable number of respondents made general statements opposing Scenario 2.

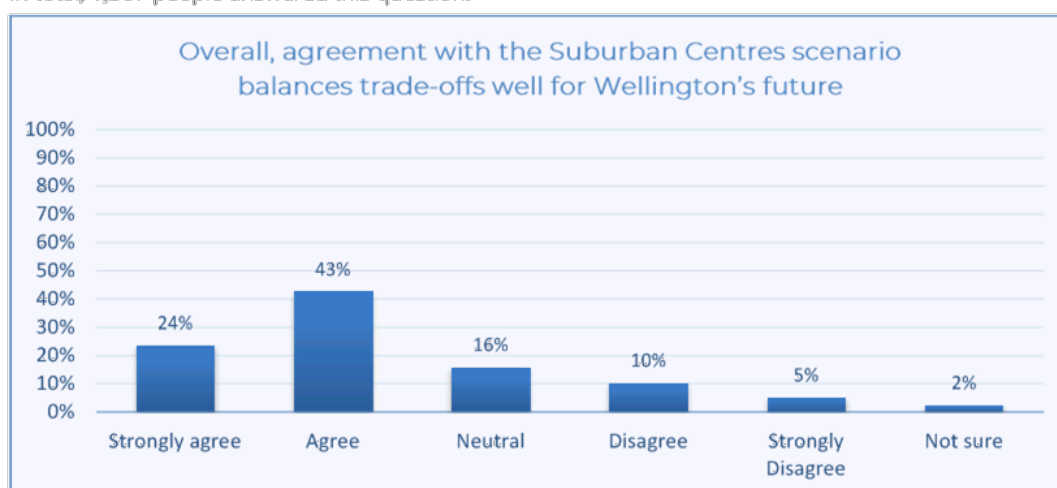
## WHAT SCENARIO 2 SURVEY RESPONDENTS SELECTED

### OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 2

The chart below presents overall agreement and disagreement with the balance of Scenario 2.

Survey respondents were asked: **Overall, do you agree the suburban centres scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,307 people answered this question.

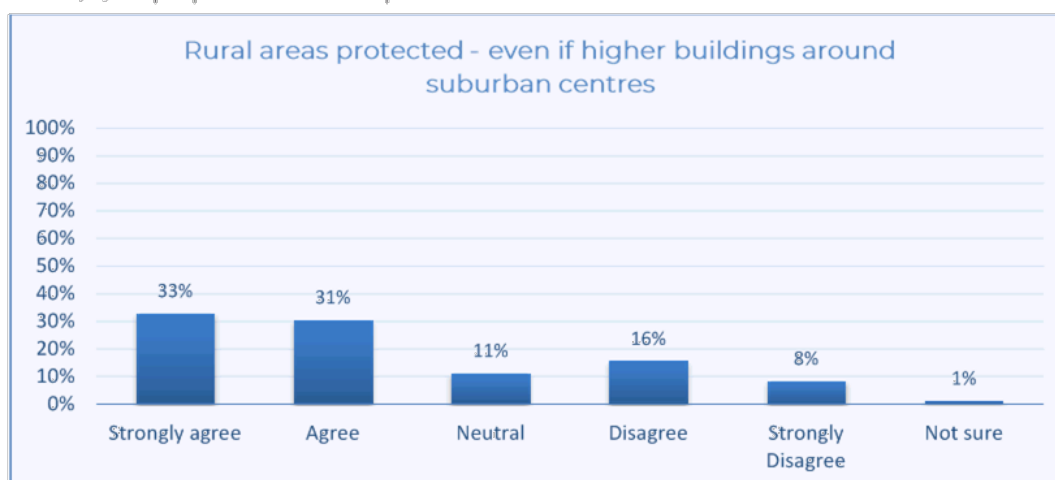


Overall, the majority of respondents agreed that the Suburban Centres Scenario balances trade-offs well for Wellington's future – 66% (865) of respondents agreed or strongly agreed, whereas only 16% (203) disagreed or strongly disagreed.

## AGREEMENT WITH RURAL AREAS PROTECTED EVEN IF HIGHER BUILDINGS AROUND SUBURBAN CENTRES

Survey respondents were asked to agree or disagree with the statement: **I support protecting rural areas even if it means higher buildings around suburban centres.** (select one option).

In total, 1,296 people answered this question.

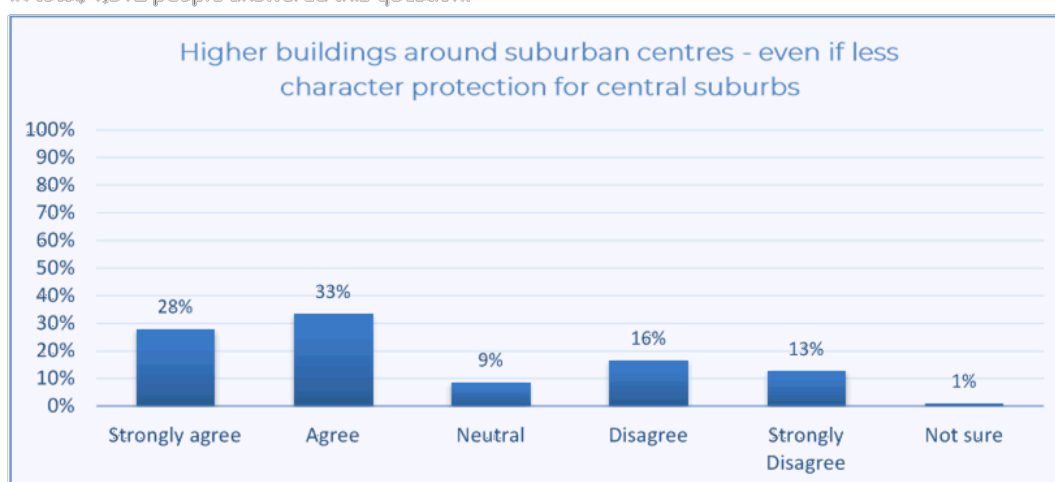


The majority of respondents agreed with continuing to protect the character of central city suburbs, even if it means less people can walk and cycle to work. In total, 64% (823) of respondents agreed or strongly agreed, whereas only 24% (311) disagreed or strongly disagreed.

## HIGHER BUILDINGS AROUND SUBURBAN CENTRES EVEN IF IT MEANS LESS CHARACTER PROTECTION FOR CENTRAL SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings around suburban centres even if it means less protection to the character of Newtown, Mt Cook, Mt Vic, Thorndon, Aro Valley and Berhampore.** (select one option)

In total, 1,312 people answered this question.

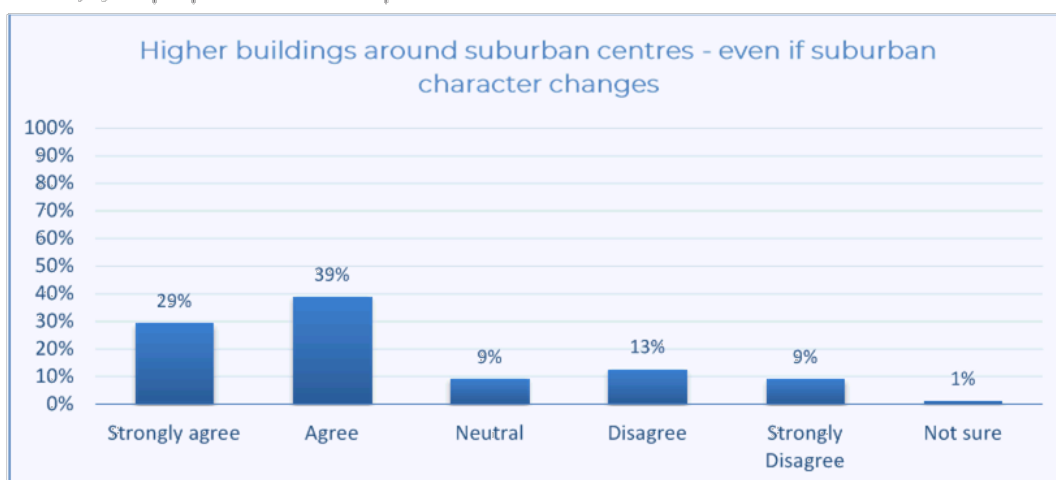


The majority of respondents agreed with higher buildings around suburban centres even if it means less character protection for central suburbs. In total, 61% (805) of respondents agreed or strongly agreed, whereas only 29% (382) disagreed or strongly disagreed.

## HIGHER BUILDINGS AROUND SUBURBAN CENTRES EVEN IF SUBURBAN CHARACTER CHANGES

Survey respondents were asked to agree or disagree with the statement: **I support higher buildings around suburban centres even if it means changes to the character of the suburb.** (select one option)

In total, 1,312 people answered this question.

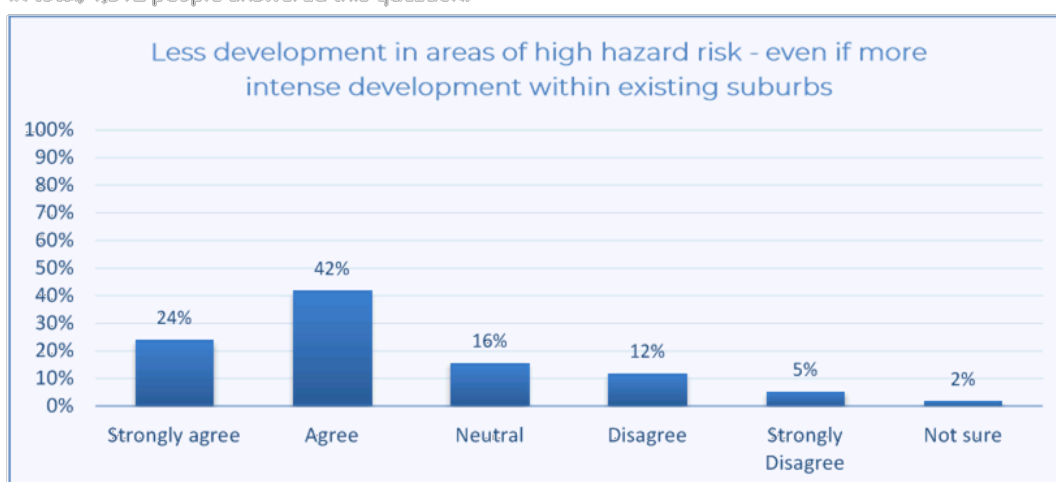


More respondents agreed than disagreed with higher buildings around suburban centres even if suburban character changes. In total, 68% (894) agreed or strongly agreed whereas only 22% (284) of respondents disagreed or strongly disagreed.

## LESS DEVELOPMENT IN AREAS OF HIGH HAZARD RISK EVEN IF MORE INTENSE DEVELOPMENT WITHIN EXISTING SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support less development in areas of high hazard risk, even if it means more intense development within existing suburbs.** (select one option)

In total, 1,312 people answered this question.

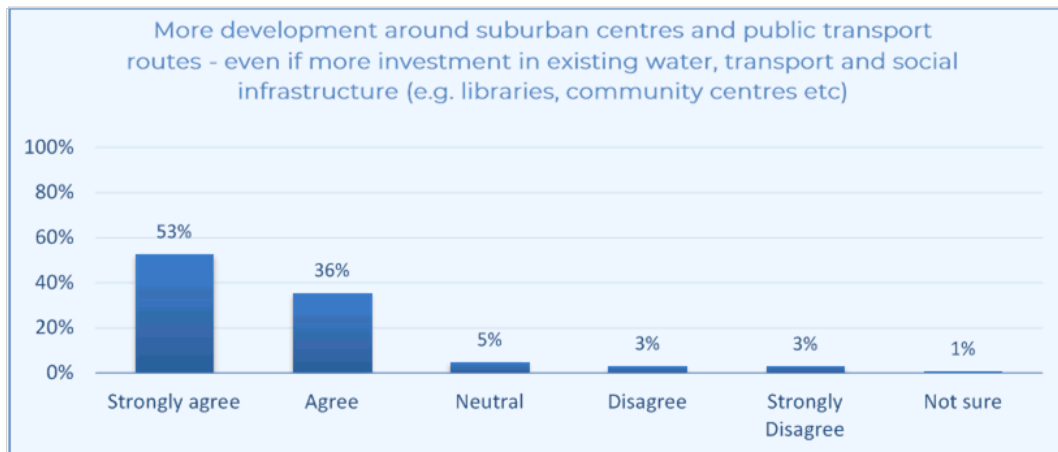


The majority of respondents agreed with less development in areas of high hazard risk even if it means more intense development within existing suburbs. In total, 66% (862) agreed or strongly agreed whereas only 17% (224) of respondents disagreed or strongly disagreed.

### **MORE DEVELOPMENT AROUND SUBURBAN CENTRES AND PUBLIC TRANSPORT ROUTES EVEN IF MORE INVESTMENT IN EXISTING WATER, TRANSPORT AND SOCIAL INFRASTRUCTURE (E.G. LIBRARIES, COMMUNITY CENTRES ETC)**

Survey respondents were asked to agree or disagree with the statement: **I support more development around suburban centres and public transport routes, even if it means more investment in existing water, transport and social infrastructure (e.g. libraries, community centres etc).** (select one option)

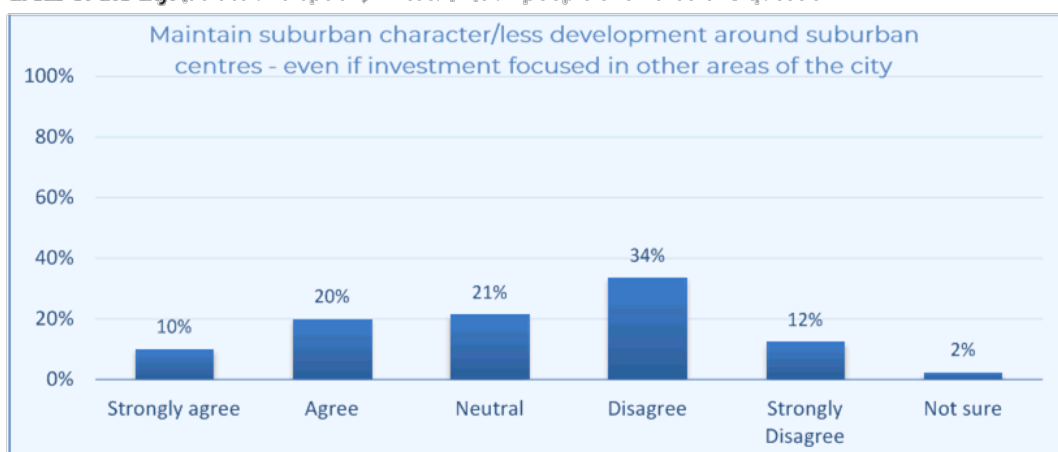
In total, 1,315 people answered this question.



The majority of respondents agreed with more development around suburban centres and public transport routes even if it means more investment in existing water, transport and social infrastructure (e.g. libraries, community centres etc). In total, 88% (1161) agreed or strongly agreed whereas only 6% (80) of respondents disagreed or strongly disagreed.

### **MAINTAIN SUBURBAN CHARACTER/LESS DEVELOPMENT AROUND SUBURBAN CENTRES EVEN IF IT MEANS INVESTMENT FOCUSED IN OTHER AREAS OF THE CITY**

Survey respondents were asked to agree or disagree with the statement: **I support maintaining suburban character/less development around suburban centres, even if it means focusing investment in other areas of the city.** (select one option). In total, 1,307 people answered this question.



The majority of respondents disagreed with maintaining suburban character/less development around suburban centres even if it means investment focused in other areas of the city. In total, 46% (601) disagreed or strongly disagreed whereas only 30% (394) of respondents agreed or strongly agreed.



## SURVEY RESPONDENTS' COMMENTS ON SCENARIO 2

### COMMENTS SUPPORTING SCENARIO 2 1726 COMMENTS

#### City outcomes

##### Suburban intensification

200 Comments

A very large number of respondents supported Scenario 2 because of its focus on suburban intensification. Of these responses, a large number of people agreed that higher density living (including high-rise buildings) could be supported in existing suburbs, with some areas favoured over others (see specific suburbs discussion below). A considerable number of these comments simply supported higher density, building up instead of out, or higher more intensive dwellings.

A sizeable number of people commented they prefer medium density building over high-rise developments. Several people simply mentioned medium density as the reason they liked this scenario whilst others went into more detail. The following were typical of the comments received on this topic:

*reduces the number of people living in highrise blocks*

*Suburban centres can have medium density housing but not high density ones.*

Several people commented that medium density housing was a 'stepping stone' to further intensification in the future as it allowed people to get used to the idea of living in closer proximity to their neighbours. It would also allow for some character to be maintained in the inner suburbs, as medium density housing was perceived to be less intrusive. As one person said:

*I think there's a real opportunity here to build some very modern well designed town houses/medium density options that could blend well with character buildings that remain and this would create a leading city blending the old with the new.*

Several respondents commented that they preferred this scenario over Scenario 1 because they did not want to see the CBD to be 'overpopulated'. As one person said:

*This is best for growth and resilience. It also allows for keeping good mix of open spaces (parks, playgrounds) or connection with (outer) town belt, whereas jamming everyone into central city would not allow this. It's not enough to have people live densely, they need nice places to be when they go out the door.*

##### Hazard management and safety

163 Comments

A very large number of respondents supported Scenario 2 because they believed it reduced risk to the CBD in a hazard i.e. development will be focused in lower-risk areas. A sizeable number of respondents did not specifically mention the type of hazard this scenario avoided, instead they spoke of liking this scenario because it is a lower hazard risk; less risk to life; less people in high risk areas or more resilient. A small number of people compared this scenario to the others and concluded that this one carried less risk. As one person assessed:

*It is less risky from a hazard perspective by spreading the population over a larger area and decreasing the need for high rise buildings more prone to large scale damage, while still not developing new areas and causing further environmental damage*

A moderate number of respondents mentioned that they supported this scenario because it would help build the city's resilience to climate change. They said that adaptation to climate change would require lowering the city's carbon footprint and mitigating the effects of rising sea level.

The Onslow Residents' Community Association made this comment in respect to hazard mitigation:

*Although this scenario would be more expensive than scenario one, it is the direction we should move towards if we are to minimise the disruption caused by major emergencies such as*

*earthquakes and sea level rise. In an earthquake many areas could be cut off so it would be sensible for suburbs to be more self-sufficient.*

Reducing risk from earthquakes was mentioned by several respondents when discussing what they liked about this scenario. They said that less focus on increasing the density in the CBD via high-rise buildings was appropriate given the risk of a large earthquake. They also mentioned that development in this scenario did not appear to focus on areas at risk from liquefaction. As one person opined:

*It means it's forward thinking - we know the cbd is at risk or the sea level rising, earthquakes and tsunamis etc. It doesn't make sense to continue building in the area unless the risks are completely mitigated.*

### Infrastructure

**106 Comments**

A large number of respondents supported Scenario 2 because of its focus on improving existing infrastructure. Comments were often simple statements such as "better use of existing infrastructure" or "more focus on infrastructure". Several respondents talked about how investing in existing infrastructure would make the city more resilient and was a better use of rate payers' money. The following comments are consistent with the thoughts of others on this topic:

*I like that it makes use of existing suburbs and proposes infrastructure upgrades to these suburbs which are probably needed anyway. I strongly agree with this approach.*

*I also like the acknowledgement that wastewater would need an upgrade in this scenario. I am aware that our wastewater network is incredibly antiquated, with around 50% of pipes in the Wellington network pre-1900 (these do not need character protection either). I am also aware of the incredibly large proportion of the city budget spent on maintaining wastewater. If greater density of suburban and inner-city housing is the excuse we need to do a proper overhaul and provide Wellington with a functioning wastewater system, then bring it on.*

*I believe this would also increase the cities overall resilience due to the necessary investment in infrastructure and public transport that would be required*

### Discrete suburbs

**105 Comments**

A large number of respondents supported Scenario 2 because of the focus on developing existing suburbs. Comments emphasised the importance of developing suburbs that were distinctive and catered for residents needs so that they would not have to travel great distances to get what they wanted. One respondent described this in depth:

*Great though the central city is, we also want alternatives to the city centre sometimes, and it is wonderful to have a good selection of cafes, shops and other facilities just a short walk away. This is especially important for groups such as the elderly, new migrants, single parents etc. who may be struggling with feelings of isolation - it is easy to disappear and become anonymous in the central city, but you can build up a rapport with local shopkeepers in the suburbs.*

Respondents liked the idea of suburbs where people lived where they worked and played. The creation of vibrant communities through densification and economic investment would enhance the city's reputation and encourage more people to live in the suburbs. The following comments are representative of the majority of comments made on this topic. People stated:

*Development of villages with different characters.*

*I think the suburban centres are one of the best things about Wellington, I love that each suburb has its own little hub with food outlets and shops. To lose that would be a real shame, but by having more people living closer to them then their ongoing viability will hopefully be ensured.*

### Compact city

90 Comments

A sizeable number of respondents supported Scenario 2 because it would keep Wellington's footprint compact and did not encourage urban sprawl beyond existing boundaries. The Newton Residents Association made the following points in support of this scenario:

*In general terms we agree that as Wellington grows the 'zero carbon Capital' goals will be best met by avoiding urban sprawl and increasing housing density in the existing city and suburbs. In the future, electrified public and private transport might well reduce the emissions involved with commuting, but even so, rural land is best used for open space, food production or tree planting. We also value the vitality of a compact well connected city.*

A considerable number of respondents mentioned that they favoured this scenario because it reduced urban sprawl.

### Economic outcomes

69 Comments

A substantial number of respondents commented on favourable economic outcomes as a result of the implementation of Scenario 2. Three quarters of the comments spoke of how densification of housing and population in the proposed suburban areas would stimulate economic activity and create more economically viable suburban hubs. The following comments were similar to others made on this topic.

*I also like bringing more people to the suburban centres, which will increase the economic activity in those areas.*

*I like the opportunity to strengthen the development of alternative centres to the CBD. This seems to me to provide more possibilities for community development and for these areas to become more viable spaces for various business, entertainment and service options to develop*

*More people living in the hub of the centres should make them more economically viable,*

A small number of people commented on the economic benefits of using existing infrastructure while a couple of people mentioned that there was an economic gain to be had by increasing populations in areas that were less prone to hazards e.g. lower insurance premiums.

### Specific Suburbs

62 Comments

A substantial number of respondents mentioned individual suburbs when commenting on what they liked about Scenario 2. The most frequently mentioned suburb was Newtown with a considerable number of respondents indicating that the suburb could easily cope with further densification. A small number of people mentioned that the housing in Newtown was currently sub-standard and they would tolerate older houses being replaced with new developments. As one person said:

*What's the character of Newtown? Damp old houses? That's nothing that needs to be preserved! Build proper houses that are modern and we'll insulated - make that the new character of Wellington*

Southern Cross Hospitals were in favour of an increase in density in Newtown for a number of reasons. One of these is because:

*High to medium density residential development should also be encouraged in Newtown due to its proximity to the CBD. This enables a greater number of people to have efficient access to: their places of work; goods, services, community and entertainment; and, public transport networks.*

A small number of respondents commented on the other 'character' suburbs mentioned in this scenario and said that they did not mind further densification in these areas. Several respondents also mentioned the suburbs of Berhampore and Kilbirnie as appropriate suburbs for further development. As one person said:

*I like the idea of intensifying the central city and Newtown, Berhampore, and Kilbirnie, ONLY. It makes sense to intensify Newtown, Berhampore, and Kilbirnie as there are quite a few examples of*



*this level of density already. Additionally, these suburbs are in close proximity to town centres and public transport.*

Johnsonville was mentioned by several respondents as a suburb that would benefit from further development and this was what they liked about Scenario 2. Development of other northern suburbs such as Tawa, Crofton Downs and Linden were mentioned by a few people as a reason why they liked this scenario. Stride Property Limited submitted that:

*(a) Johnsonville is the only existing sub-regional centre in Wellington City. It is the only suburban centre that meets the requirements of the metropolitan centre zone in the National Planning Standards, as an area "used predominantly for a broad range of commercial, community, recreational and residential activities" and it is the "focal point for the sub-regional urban catchment". This is supported by the Beca Report, which shows Johnsonville expanding the most of any suburb to meet the needs of population growth for the higher population growth scenario.*

Development in the suburbs of Karori and Brooklyn were mentioned by a small number of respondents as a reason why they liked this scenario. As one person said:

*Upgrading suburban centers (eg Karori, Brooklyn), which are lower risk areas that would benefit from investment and facilities.*

#### Public amenities

52 Comments

A substantial number of respondents liked Scenario 2 because of its promise of more suburban public amenities. Public amenities included: green/open space, medical centres, schools, recreational facilities, playgrounds, community centres and libraries.

Several people did not define which public amenities they were referring to in support of this scenario, instead, using words such as 'public facilities', 'community spaces', 'community facilities' or simply 'public amenities'. A couple of people mentioned that this scenario would maintain visual amenity such as views of the hills and "Wellington's character".

#### Population shared between suburbs

41 Comments

A considerable number of respondents liked Scenario 2 because they said that it spread the expected population growth around the suburbs. In nearly all of these comments, people simply said that it 'spread growth', 'spread development' or 'spreads the population out'. A few people explained why they liked spreading the population across suburbs, including: because spreading out the population could create multiple active communities; it would take the pressure off the CBD; it would allow people to experience the best of both worlds, and that studies show a de-centralised city was more environmentally friendly. One person commented on how population spread would relieve pressure on housing, transport and infrastructure in the CBD. They said:

*Density and pressures on housing, transport, infrastructure are spread across Wellington, not entirely focused on the central city.*

#### Balanced development

41 Comments

A considerable number of respondents supported Scenario 2 because they thought it was a balanced approach to density, character loss, hazard risk or development across a range of suburbs.

A moderate number of respondents liked this scenario because they thought it balanced character with density. As one person commented:

*I like the balance of character protections with contemporary urban spaces in this plan. Heritage areas are great, but in areas such as Newtown and northern Aro Valley have many ancient houses which have been neglected for decades and are cold, damp etc. Providing impetuous for change in some of these places would improve wellbeing for the large student and youth population in these areas.*



Several respondents mentioned that they liked this scenario because it spread development across the existing city boundaries which would be good for everyone, not just a few areas or the CBD. As one person stated:

*Balanced approach. Not everyone will be able to live in the city (or want to), and this option accommodates a growing city. More space for large families etc*

Several respondents supported this scenario because it allowed for a balance of density i.e. low, medium or high-density buildings. As one person said:

*Mix of town houses and apartments gives better range of housing options than scenario 1*

#### Mixed-use development

28 Comments

A considerable number of respondents said that they supported Scenario 2 because they liked the idea of increasing mixed-use development in the suburbs. Several people drew a direct link between an increase in housing and an increase in business opportunities, which would in turn create suburbs that were vibrant and pleasant places to live.

As one person said of their experience of living overseas:

*Medium rise neighbourhoods are great places to live. I have experienced this overseas. Suddenly it's profitable for service businesses to operate because the density of customers is there, and conversely more amenities become available within reach*

Whilst others talked about the benefits of commercial and residential building being beside or built on top of each other. As one person stated:

*These buildings can also provide ground floor shops, community services, shared office spaces for people to work from, the benefits go on and on.*

Another person talked about the impacts mixed development would have on travel into the CBD. They stated:

*If the development includes creating shared office space and other business opportunities, building up suburban centres will encourage people to live and work closer to home, and hopefully reduce the need to travel to the CBD every day.*

#### Environmental outcomes

24 Comments

A moderate number of respondents supported Scenario 2 because they considered it to have better environmental outcomes than the other scenarios. Environmental benefits included: lower carbon emissions from investment in public transport and leaving rural areas for growing food and being 'natural' and 'green'. As one person said:

*This scenario has the best balance of concentrating growth in the inner suburbs and city centre which is good for achieving the zero carbon city goals, reducing use of cars, and protecting the environment the surrounds the city. Big new suburban developments on the fringes of cities very rarely meet the diverse needs of the growth and generate a lot of environmental and cultural disadvantages.*

#### Sustainability

24 Comments

A moderate number of respondents supported Scenario 2 because they considered it sustainable or allowed for sustainable suburban development. The Wellington Youth Council proposed:

*Youth Council believes that the benefits of scenario two offer the most promise for Wellington City Youth Council when planning for growth. The main benefits of scenario two are its commitment to sustainable growth, its ability to facilitate diverse and mixed-use urban form, and its potential promote strong communities.*

### Rural development

**21 Comments**

A moderate number of respondents supported Scenario 2 because it did not include development in rural areas such as Ohariu or extending existing greenfield developments. Comments ranged from direct comments about the need to protect rural land and reducing urban sprawl, to prioritise the protection of rural land over character loss in the inner suburbs. The submission from Environmental Reference Group for example argued:

*More sprawl is also not the answer, even to natural hazards. It simply makes everything harder to manage, and increases the costs of infrastructure and risks to natural systems.*

Another respondent stated that they liked Scenario 1 because:

*This scenario protects Rural Wellington and concentrates on further development/completion in already incomplete suburbs.*

### Transport

#### Public transport improvements

**123 comments**

A large number of respondents expressed support for Scenario 2 because of the benefits to public transport. This was typically stated in simple terms such as "increased public transport", "public transport investment" and "public transport is crucial". The general sentiment of these comments was a suburban focus on development would take advantage of the current transport system, as well as increase uptake and create opportunities to expand and improve the existing public transport network. These respondents supported intensifying development in existing suburbs, as they are located close to the central city, with easy and efficient connections into town. The following quote was typical:

*I like that it allows us to take advantage of (and improve!) current transport corridors and public transport systems without heavy investment in new transport corridors with the associated environmental costs*

It was noted that, under this scenario, increasing development around transport hubs will support access to public transport, thereby encouraging uptake and reducing the need for private vehicles. As mentioned in this quote:

*It focuses development where there is generally already development, bus routes and infrastructure. Hopefully it might reduce the number of people who feel they need cars. We need to find ways to encourage more people onto buses, especially regular work commuters into the inner city.*

Respondents also supported a stronger focus on improving the public transport system, noting planning for public transport will be easier under this scenario. Investment in public transport was sought to expand and improve connections, which were considered beneficial for fostering a cleaner and more efficient network. Overall, development that prioritises public transport was viewed favourably for its contribution to reducing private vehicle use; decreasing emissions, and supporting easy and efficient movement throughout the city. This sentiment is best reflected in the following quote:

*This is by far the best of the four scenarios. Increasing density in suburbs which are close to the city that can be well served by public transport is essential for a number of reasons. It offers an opportunity to reduce, or at least, slow increases to Wellington's carbon emissions, air pollution and traffic congestion issues.*

#### General transport improvements

**108 comments**

A large number of respondents supported Scenario 2, believing it would lead to general transport improvements. Comments under this topic reflected those discussed above under Public transport improvements but suggested the scenario would be beneficial for all transport modes. These respondents noted the scenario encourages intensification in areas close to the central city; allowing for

easy and efficient access for commuters, and opening opportunities to plan for and strengthen transport links, as noted in the following comment:

*The suburban centers discussed in the scenario are all close to the city so the transport problems should be greatly simplified*

The compact urban form in Scenario 2 was supported by these respondents, who suggested this allows for the efficient use of existing transport infrastructure. Respondents noted, however, that future investment in transport should prioritise modes that discourage cars, thereby reducing congestion and associated carbon emissions. The following quotes were examples of this:

*efficient use of infrastructure, encourages carbon reduction by minimising suburban sprawl, density along transport spines*

*This scenario has the best balance of concentrating growth in the inner suburbs and city centre which is good for achieving the zero carbon city goals, reducing use of cars, and protecting the environment the surrounds the city.*

Comments from the Greater Wellington Regional Council reflected similar sentiments regarding transport. They expressed support for compact development as it “implements the region’s urban design principles”.

The suburban focus was supported by respondents favouring access for residents to local services and neighbourhood amenities. It was noted that this would reduce the need for travel, leading to reductions in congestion and emissions, and a generally improved quality of life. The following quotes best summarise this idea:

*Getting strong suburban centres with local populations shopping & working and schooling nearby without the need to travel to the inner city or other centres. I.e. reducing traffic / reliance on travelling by reducing long trips.*

*Focusing on suburbs mean people have access to services and entertainment close to home instead of having to go to the CBD which will limit transportation*

#### **Active transport improvements**

**36 comments**

A considerable number of respondents supported Scenario 2 for its benefits to active transport. The majority of these respondents favoured a compact urban form, which they believed would lead to a more walkable and cyclable city. Respondents valued having services and amenities within walking and cycling distance and supported investment in active transport connections. The following quotes best describe these ideas:

*keeping city compact, walkable everywhere, less cars on road.*

*Having amenities within walking distance will reduce reliance on fossil fuels and foster sense of community while improving traffic problems.*

*Encourages low commutes and public transport/walking/cycling.*

### **Community**

#### **Community development**

**141 comments**

A large number of respondents discussed community development. Of these comments a substantial number of respondents stated that Scenario 2 will foster community hub/centre development, business opportunities and bring more services and shops to the suburbs. Respondents also supported increasing population density and upgrading community facilities and infrastructure, as stated in the scenario description. As one respondent commented:

*I like the opportunity to strengthen the development of alternative centres to the CBD. This seems to me to provide more possibilities for community development and for these areas to become more viable spaces for various business, entertainment and service options to develop*



A considerable number of comments argued that Scenario 2 will create and strengthen communities in the suburbs. Comments discussed the strengthening of communities in the context of creating, strong, closer, resilient and diverse communities or having suburbs that fosters community or has a community feel. In several of the comments the creation of community was related to the provision of the development of community infrastructure and amenities or businesses. The overall sentiment of the comments is depicted in the following quotes. The final quote is from The Wellington City Youth Council:

*I love the idea of multiple strong suburban communities that can create areas of great character and support local enterprise. We already have suburbs in place - let's make them better!*

*We like developing infrastructure in the suburbs which builds community resilience and opportunities for connection*

*Youth Council emphasises the need to develop and maintain high-quality facilities and public spaces to foster a sense of community and allow residents in dense areas to have green space.*

The ability of Scenario 2 to increase vibrancy in the suburbs was discussed by a moderate number of respondents. Vibrancy was often related to the increased density of population in the suburbs. Growth in these areas was linked with the ability to create more vibrant communities, town centres and hubs. As one respondent commented:

*I think, if it is done VERY carefully, then further development of existing residential areas could greatly enhance the existing character that these places have, making them vibrant hubs with a strong community feel and with an environmental and sustainable living focus.*

Several comments outlined the ability for Scenario 2 to increase suburban liveability, quality of life and overall lifestyles of its residents. The majority of the comments linked increased liveability and lifestyle outcomes to the provision of community infrastructure, services or good design. The following comments outline the majority of respondents' opinions:

*Bringing people together around existing centres is a good start. Great modern design and materials can make more liveable spaces with access to public amenities.*

*It just makes sense from so many vantages - higher quality living for residents, good economic opportunities for these suburban centres local shops, better public transport, close to the city etc.*

## Residential housing

### Some character loss tolerated

58 comments

A substantial number of comments in support of Scenario 2 conveyed the sentiment that protection of character was in some cases misguided, or that preservation of character "had gone too far". In these comments, people made the point that some character housing and character areas would benefit from modernisation, and that their contribution to Wellington was minimal.

In several cases, comments reflected a pragmatic view, i.e., people recognised that higher density was a necessity, and they envisaged that with sensitive design this could be achieved in character areas with minimal impacts. The following comment reflects this view:

*Some character areas could be preserved, others sympathetically modernised. We can't live in a museum.*

However, in the majority of cases, respondents emphasised that character housing was in many cases rundown, cold, damp and potentially dangerous. Relatedly, people drew attention to the age of the character housing by stating a preference for modern, new or better housing. Additional negative aspects of character housing included the negative health impacts on the people who rent or own them. One respondent stated:

*Stop caring so much about the 'character of the neighborhood', most suburbs like Berhampore look like turn of the century slums anyway.*

*Our 'character areas' have low quality housing that needs to be replaced*



A small number of respondents simply stated that they did not find character housing visually appealing. An additional small number of people rejected that character arises from the built environment. They stated instead, that it is the people and communities who live there that make an area characterful.

The following comment reflects the variety of points made in these comments:

*What's the character of Newtown? Damp old houses? That's nothing that needs to be preserved!  
Build proper houses that are modern and we'll insulated - make that the new character of  
Wellington*

#### Character protection

51 comments

A substantial number of respondents commented on the protection of character housing as something they supported in Scenario 2.

Half of these comments were in support of Scenario 2 for the accommodation of growth that it offers, in conjunction with the protection of character in the inner city. People supported the retention of character and viewed Scenario 2 favourably for this reason. The following comments reflect this:

*There is opportunity to intensify around urban centres without destroying the character  
Closer to getting the balance right with retaining our character.*

The Greater Wellington Regional Council supported this scenario, and commented that it:

*...retains levels of built character and history which are a trademark of a city which has  
traditionally retained and renovated housing stock (as evidenced by the large numbers of 1890-  
1909 houses in the stock take).*

The remaining half of these comments, a moderate number, were in relation simply to Scenario 2's ability to protect character areas. The majority were succinct, with the following comment an example from a respondent who offered additional information:

*I like the protections for the character of area, I would be so sad if developers just tore threw  
everything to make a quick buck, especially since they don't stick around long enough to deal with  
defects that might come along a few years down the track.*

#### Residential building choice

46 comments

A considerable number of respondents supported the potential for increased housing options they saw in Scenario 2. A variety of words and phrases were used to describe the types of housing they wanted developed, including: medium-density housing near the CBD; a good balance of high and medium density; good mix of housing and distribution; improving choice of housing types; and, a greater range of housing.

When respondents gave more information, they frequently cited different living situations of various households and their differing needs in terms of space, proximity to city, and transport uses. For example, one person noted that with a variety of housing types in the same area:

*...ageing populations can downsize & stay in their local communities allowing families to buy  
larger properties*

The Youth Council and the Urban Habitat Collective supported Scenario 2 for the increase in residential housing choices that it offers. The Youth Council submitted that the mixture of housing types Scenario 2 offers would "facilitate diversity and inclusivity". The common thread amongst these comments was that people valued the idea of there being a range of options available, and the following comment shows:

*More opportunities for a range of development styles and scales and types, by a wider range of  
developers*

**Building heights****28 comments**

A considerable number of respondents made comments on the height of buildings. Several of these supported high-rise buildings, simply stating: increase heights; high-rise buildings, and that raising the building heights makes sense.

Several people also stated that they supported higher buildings or townhouses in the suburbs. These comments emphasised the utility of housing more people close to the centre. A few people supported suburban houses up to four storeys high. A couple of respondents said that up to six storeys would suffice. The following respondent supported four storey developments:

*I think max 4 story bollings in city and suburban areas can be appropriate, design dependant.  
Suburban areas can definitely take some of these.*

A small number of respondents were critical of high-rise buildings, labelling them “an eyesore”, and foreseeing issues with them resulting in “poor housing outcomes”.

**Affordability****23 comments**

Affordable housing was an aspect of Scenario 2 that a moderate number of respondents stated they liked. Around half the respondents made the point that in Scenario 2, that there was a need for affordable housing. The majority of comments were short and linked increased density in the suburbs with increased affordability.

*More density in the suburbs helps housing affordability and will help make transport more affordable.*

One respondent made a comprehensive comment on this topic, included below:

*Building denser housing, done right, in the existing suburbs will also provide the most opportunities for affordable housing as land and construction costs would be cheaper without the constraints the CBD has. But this needs to come alongside with a commitment from the council to mandate affordable (actually affordable ~\$300-400k) housing be provided in new developments.*

**Building standards****21 comments**

A moderate number of people emphasised the importance of residential housing developments being of a high standard. There was concern that housing should be: well-designed; healthy; use “new technologies” to improve resilience; warmer; and, generally of a high or good quality. These ideas are seen in the following comment:

*A chance to renew some of our old, poor quality housing stock, with something more contemporary (warmer, healthier etc).*

**Other topics****Scenario 2 is the best scenario****42 comments**

A considerable number of respondents stated simply that Scenario 2 was their preferred scenario. This scenario was described as: the best scenario; the most viable; the best outcome; better than the previous or other options; forward thinking; and, that it makes sense. For example:

*I think this is my favourite scenario!*

The Youth Council made the following statement:

*After analysing the pros and cons of each of the scenarios, Youth Council came to the conclusion that scenario two was the option that members supported the most.*

Additionally, Stride Property Limited and The Architecture Centre both submitted in favour of Scenario 2, in general and specific terms (specific points are included in discussion of topics throughout this report).

**General support for Scenario 2****19 comments**

In response to the question “what would you improve or change about this scenario (2)?”, a moderate number of people responded with “nothing”.

A small number of people stated that this scenario was the best balance and did not elaborate further. A few people were relatively indifferent in their support, making such statements as "generally happy with it", and "there's not much I would change". Others were more emphatic, for example, the respondent who stated their support by noting;

*Stop nimbys stifling this development*

#### General comments

4 comments

A small number of comments were general or unclear in nature. One was unsure, one noted that "not everyone has to go to the CBD", and a couple noted support for growth generally (to accommodate increasing populations).

## COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 2

### 1254 COMMENTS

#### City outcomes

##### Hazard safety mitigation

87 comments

A sizeable number of respondents proposed changes or had concerns about natural hazard risk in Scenario 2. Comments on changes that people wanted to see included: concern that not enough mitigation of hazards would be included in the final development proposal; there was not enough information given on hazards for people to make a decision; this scenario would only work if building standards were increased; transport hazards would be increased with more people in the inner suburbs; character would win out over hazard risks and poor people would be forced into areas that still carried significant hazard because of lower property values.

Several respondents commented that they would prefer density in one suburb over another because of natural hazards and suggested which suburbs should be favoured over another. Suburbs considered at lower risk for densification included Johnsonville and Hataitai. Suburbs that were identified as being too risky to intensify included Island Bay, Kilbirnie, Lyall Bay and Miramar. Generation Zero stated that:

*Wellington has a unique and known hazard profile which needs to be accounted for in future development. Scenarios 1 and 2 need to be overlayed with sea level rise and liquefaction maps to ensure that development is incentivised in the most appropriate locations. We think you should reconsider Density 2 placement in suburban centers like Kilbirnie (Beca preliminary scenario 2) and place closer to Newtown- Island bay connection (similar for Miramar).*

A considerable number of respondents commented on changes they would like to see in Scenario 2 with respect to climate change and changes in sea level. These included: include greenwalls and roof top gardens to help create cleaner air; move the CBD away from the coast line; prioritise climate change over retaining character in the suburbs; incorporate planning for climate change into the suburban scenarios and for the bulk of development to be in low risk areas.

A moderate number of respondents spoke about earthquake hazards and proposed that whilst they liked Scenario 2, they were concerned about development in high risk earthquake zones and building regulations that considered shaking, liquefaction and tsunami risk. The Onslow Residents Community Association proposed:

*We would be supportive of increasing the maximum height of buildings in selected suburban centres to accommodate 4, 5 and 6 storey buildings providing the infrastructure is improved to allow this.*

*The number of storeys is to be determined by the terrain and contour of the site, health and safety considerations and not by the developers' economic return. We should also be mindful of access to and provision of amenities like emergency services - police, fire ambulances and hospitals keeping in mind our risk of earthquakes.*



### Suburban intensification

79 comments

A sizeable number of respondents who liked Scenario 2, commented on intensification of suburbs.

Of these, a considerable number wanted increased levels of intensification. This included such comments as: suburban centres need to be optimised; some high-rise in outer suburbs; higher more intensive dwellings closer to the CBD; and, a higher proportion of people in high density. The following comment is typical of many:

*we need to adjust our idea of the quarter-acre dream, which is utterly unaffordable (and unappealing) to the vast majority of first-home buyers.*

A considerable number of people wanted to see densification focused along transport spines. There was broad support for denser housing in close proximity to fast and effective transport lines, to better facilitate the movement of commuters and residents. The following comment was typical:

*More densification along the transport corridors. Literally a border between low density suburbs and transport corridors, with up to 6 storeys in areas closer to the city.*

A moderate number of respondents commented that they like the current compact nature of Wellington, and wanted the city to remain that way. They felt that any development in the suburbs should be undertaken in a way that did not contribute to urban sprawl. As one person said:

*I think that using the principle of higher density buildings in suburban areas, and adding it to the principles of scenario 1, would help create more housing and encouraging sprawl less. However, suburban growth should be strictly limited compared to inner city growth*

Several respondents who advocated for a compact city suggested there should be more high density buildings included in this scenario, whilst a few people commented that there should be more medium height buildings. A couple of people requested a balance of density heights and for the height of buildings to be decided on a suburb by suburb basis.

A few people commented that they were concerned that expansion in the suburbs would create a disconnection from the CBD and they wanted growth to be managed so that this did not happen. One person compared Wellington to Christchurch and said that:

*But concern about sprawl and disconnect to the inner city. It would be sad if Wellington became like Christchurch in this sense.*

### Infrastructure investment

51 comments

A considerable number of people commented on improvement and changes they would like to see made to Scenario 2 with regard to infrastructure. Respondents' suggestions for infrastructure change were varied and included: developers paying for services through reserves contributions; ensure infrastructure development was resilient and included new technologies and sustainable alternatives; improve public amenities as well as infrastructure and the cost of improving infrastructure under this scenario should be borne by all who use the services.

The Wellington Electricity Lines Company (WELL) were supportive of Scenario 2 and liked the opportunities it presented for WELL to upgrade existing networks; they did have the following concerns, however:

*4.12 WELL seek that the Planning For Growth initiative effectively recognises that with any change in residential density there needs due consideration of all public benefit infrastructure capacity (i.e., not over emphasising only Council owned utilities) – and that subsequent upgrading of existing infrastructure will, in many instances, be required for load growth*

*4.19 Notwithstanding the fact that overhead and underground infrastructure (as well as zone substations such as the Newtown Zone-substation) are already established and operational across the City's suburban centres – WELL consider it vitally important that in order to continue to satisfy*



*demand in the wake of potential intensification, that development and maintenance of the existing network is realised and provided for in the District Plan Review Project.*

*4.20 Whilst assets and infrastructure corridors (i.e., transportation corridors) are already present in such urban centres, new cables and upgrades to existing conductors, support structures and substation facilities (i.e., transformers) will be required to accommodate load growth – with the expectation by WELL being that the District Plan will be accommodating to such activities, with unreasonable regulatory restrictions being removed from the notified version of the District Plan (i.e., robust provision for renewal, upgrading and maintenance works as permitted activities).*

*4.21 Similar to the above Scenario 1, residential intensification in suburban centres needs to be cognisant of existing network utility facilities and the avoidance of reverse sensitivity effects (i.e., visual, noise and amenity)*

#### **Development rules, development contributions**

**43 comments**

A considerable number of respondents supported Scenario 2, but have concerns about development rules and regulations. They are particularly concerned that development will have negative outcomes if developers are allowed to operate within loose boundaries.

Respondents suggested a variety of options to ensure that development was undertaken for the public good and not profit. These include: stronger regulation around what developers could and could not do; developers contributing to the cost of services; stronger rules around building design and community development; adhering to the two dwellings per section existing right in character suburbs; using regulation to discourage land banking, and for the Council to produce clear guidelines about what can and can't be done with 'character properties'.

One respondent summed up the feelings of others with their comment. They said:

*Caveat: have strong guidelines on building design and street design, don't let developers get away with the cheapest shxxxxx build and ignore contributing to the neighbourhood. Medium rise can still have character and be nice, but it won't be if we cheap out on it.*

Other rules and regulations that were suggested by respondents include: ensuring height limits were appropriate to the locale and geography; require universal design accessibility in housing developments; ensure 'good social outcomes' are included in development plans; include on site water storage and other 'off-grid' infrastructure in building standards; remove requirements for minimum parking to reduce car dependency and work with the character of heritage suburbs, not against them.

#### **Open space development**

**41 comments**

A considerable number of respondents supported Scenario 2, but commented that they would like to see the inclusion of more open/green spaces in the development proposal. Green space also included community gardens, recreational areas, pocket parks, more trees and communal spaces. People talked about how high-density developments required additional green space so that inhabitants remained healthy and had somewhere to interact. A couple of comments that summed up the thoughts of others, are as follows:

*I think the character of a suburb relates to the community's sense of belonging. I'd support higher density building and infrastructure if these changes are designed to allow for strong community connections (parks, community spaces, funding for community projects, etc).*

*With any high density project, I would be careful to preserve or create green spaces - it feels much nicer to live in a place with colour and life than in a concrete block*

*I would add more small parks into the suburbs. Too much development discourages human interaction.*

**Greenfield and outer suburb development**
**30 comments**

For a considerable number of respondents, Scenario 2 was viewed as doing not enough to accommodate future growth. These people wanted to see growth in outer suburbs and rural areas as well as inner city densification. They stated that they supported growth in the following areas: all suburban centres; areas outside Wellington such as Makara, Johnsonville, Porirua, and the Hutt; more evenly spread across the city; and, emphasis on building new centres. As one respondent said:

*Why do no plans consider spreading development across various suburbs of wellington (many which are closer) rather than making a few areas much worse (and potential slums). There is already pressure on schooling, doctors etc in these areas - how are going to improve that with increasing population in these zones?*

**Mixed-use development**
**25 comments**

There was support for mixed-use development from a considerable number of people. Mixed-use development was frequently viewed as a way to achieve greater population densities in the city without compromising peoples' choice regarding their places of work and employment. People frequently called for suburban amenities, green spaces, public spaces and commercial spaces to be located within or near residential spaces. The following comments are representative of many:

*Promote denser mixed use zones around public spaces to improve vitality and businesses*  
*Ensure there are more commercial office developments in suburbs to spread commuting needs*

**Central intensification**
**19 comments**

A moderate number of respondents wanted to see the inner city or CBD developed first, or to see that area more densely developed. Their rationale was that this was the most suitable way to accommodate growth given that more people work in the centre. While a small number wanted to see growth accommodated in both suburbs and the inner city, the majority of these comments simply advocated for increased intensification in the CBD. The following respondent highlighted the success of other cities in achieving this:

*More inner city development. Look to Hong Kong and Singapore as high density examples*

Another respondent simply stated: "re-focus on inner city development".

**Environmental outcomes**
**5 comments**

A small number of people stated they wanted the environment prioritised in Scenario 2. The protection, enhancement and rehabilitation of the environment was called for. This included sustainable urban design.

**Other comments**
**5 comments**

Remaining comments on this topic were varied, with support offered for the following topics: land-pooling; leaving the inner city alone; capping growth; and, a holistic approach to growth.

**Transport**
**Increased transport investment**
**193 comments**

A very large number of respondents made comments suggesting that without significant planning, consideration and investment in transport, Scenario 2 is unlikely to be feasible. The majority of these comments related to public transport, including general public transport, buses, trains and rapid mass transit. A sizeable number of respondents spoke of public transport generally, indicating efficient and reliable public transport must be provided to allow residents in suburban areas to easily move around and access other parts of the city. This was typically noted in simple terms with respondents making comments such as "more focus on public transport", "improve public transport", and "must be accompanied by good public transport planning". Those who went into detail generally supported public transport for the benefits of reducing congestion and carbon emissions, both considered significant existing issues in Wellington. The following comment is an example of this sentiment:



*Why is it that car is king? We seem to dedicate as much space to roads as we do to housing. If we were serious about reducing emissions and car dependency and improving quality of life we'd build on roads and improve public transport. Instead we have roads being used as car parks with single file traffick holding up the buses, easily tripling travel times at peak hours.*

Respondents were critical of the existing public transport system, describing it as unreliable and inefficient. The network was therefore described as needing significant improvement if suburban centres are to be adequately supported. As discussed in the following comment:

*The public transport system can't cope now (and doesn't look to improve) or the schools in these areas, and would only get worse if you ram in more and more higher density houses, without a fully examined consideration of how to vastly improve public transport and essential services.*

Several respondents specifically discussed buses, seeking a frequent and reliable bus service with dedicated bus lanes to efficiently move people throughout the network. As mentioned in this comment:

*There would be more pressure on public transport, there should be lanes for bus only all the way to the CBD even if that means cars cant access some routes.*

A small number of respondents criticised the current bus system and argued that, based on existing issues with the network, any additional suburban intensification is unlikely to be sufficiently serviced by public transport. One of these comments is presented below:

*I would rather see intense development of the INNER city not the suburbs. Let's face it, promising good public transport around suburban hubs, seems very unlikely to happen given the terrible bus transport system we currently are having to put up with and that is not being changed inspite of public outcry.*

A small number of respondents discussed trains, believing they play a critical role in the success of public transport. These respondents called for an improved rail service as part of suburban intensification, including more trains into the central city and extension into the eastern suburbs.

Rapid mass transit or light rail was supported by a small number of respondents who believed this is the best method of reducing congestion and efficiently transporting people into the city as well as crucial in shifting a focus from developing additional roads and highways. The recent light rail proposal through 'Let's Get Wellington Moving' was supported, with respondents noting Scenario 2 could be complimentary by intensifying development along mass transit spines.

A considerable number of respondents called for general transport improvements in Scenario 2 without specifying a mode. These comments typically made simple statements such as "transport" and "improved transport infrastructure", implying investment across all transport modes is necessary to ensure the feasibility the scenario. This was one more detailed comment:

*Improving transportation connectivity between suburban centres and centre. This will allow the suburban centres to be part of the centre and more people can live and work close to their suburban centres reducing transport carbon emissions.*

Active transport was mentioned by a moderate number of respondents. These respondents recognised the importance of providing for pedestrians and cyclists, including a connected, separated cycle network and pedestrianisation of areas in the inner city and suburban centres. Wellington was described as a walkable and cyclable city and these respondents suggested these modes should be prioritised as sustainable transport solutions.

A moderate number of respondents recognised the importance of providing infrastructure for cars. These respondents drew attention to existing congestion issues in Wellington and suggested intensifying development in the suburbs would simply add more cars to roads. Respondents called for enough roading to meet this expected increase in demand. A few drew attention to issues near Mount Victoria and called for development of an additional tunnel.

Several other comments were made relating to increased transport investment. One respondent called for greater penalties for those who choose to use private cars, including tolls and congestion charging. One was sceptical that intensification would be feasible in Karori given existing transport constraints. This included limited access and room for infrastructure such as bus lanes, rapid transit and cycleways. Another similar comment sought the removal of Berhampore from the scenario as the main road is too narrow. Alternatively, one respondent stated Tawa should be included as trains provide a good transport link. One stated suburban planning should include park and ride facilities. One other respondent called for Wellington to work with central government to protect transport corridors.

Finally, a couple of respondents discussed disability access. One sought provision of transport options for those who can't access cars. The other noted at times it is difficult for those with disabilities to access public transport and therefore expressed the importance of providing for some private vehicle traffic.

### Transport mode shift

67 comments

A substantial number of respondents made comments supporting a mode shift to more sustainable transport options. The majority of these comments reflected those discussed above under *Increased transport investment* and called for provision of a variety of transport options that discourage the use of the private motor vehicle in favour of more sustainable options such as walking, cycling, public transport and electric vehicles. The following quote best summarises the sentiment of these comments:

*The only way this vision will work is by drastically reducing our reliance on cars. Building more roads just leads to more cars filling them up. We have to get serious about making every route bike-friendly, making e-bikes accessible, welcoming bike and scooter share schemes, and most of all, public transport like light rail. If we nail that, I can't see any downside to building up the inner suburbs. Transport transition should be even more strongly emphasised.*

### Parking

15 comments

Car parking was discussed by a moderate number of respondents with opinions divided on whether parking in the city should be reduced or maintained as the city develops. While the majority of these comments supported a reduction in on-street parking and removal of parking, there was some contention surrounding the provision of parking for inner city residents as outlined in the following comment:

*Providing for parking is already contentious. We wouldn't like open space taken up with carparks, but there may be an argument for a community/resident car-parking building that could be financed through a range of mechanisms. It would have to be balanced by removing some on-street parking and making streets more slower speed shared spaces and multi-use environments with street trees to compensate for the loss of trees due to intensification. Our streets should improve people's lives rather than their current limited role of moving vehicles through the suburb.*

The following comment outlines the argument against parking:

*While in general I support less parking spaces for people, this needs to be balanced with providing people with good public transport options as well as the ability to choose how and when people can drive etc. For example a 2 hour parking limit in the city centre during the weekends does not make any sense as most people go away for more than 2 hours (movies and shows usually run for longer than 2 hours), even going to lunch/dinner takes more time in some cases, and there are much fewer bus services running on Saturdays and Sundays. The practicality needs to be balanced with providing options*

A few respondents called for more parking with one describing the current parking situation as "appalling", particularly for residents. One person simply stated parking should be considered from the beginning.



## Other comments

7 comments

A small number of respondents made other comments related to transport. The Karori Residents Association supported using congestion charging to offset rates, believing this would reduce congestion; the need for public transport subsidies, and disperse jobs and households away from congested areas. Generation Zero favoured a compact urban form that integrates with a transport spine for mass transit and believed walking and cycling should be dominant in suburban hubs. This idea was also supported by the Greater Brooklyn Residents Association.

## Community

### Community Development

56 comments

A substantial number of respondents commented on a wide range of topics regarding community development.

Of these comments, a moderate number of respondents discussed the need for investment in sufficient, "good" and well-designed public space, community infrastructure and the development of suburban hubs and centres. The Karori Residents Association and Generation Zero submitted in favour of these sentiments, both stating the need for the provision of public spaces and facilities. Public spaces and infrastructure included: libraries, schools, open spaces, parks, shops, cafes and pubs, community centres and public areas. As one respondent commented:

*There is a strong need in Wellington to enhance neighbourhood liveability by providing platforms for community interaction to take place ("third places"). Perhaps we need to look to the past to move to the future, and consider how things were before cars took over! Strong village centres with good local amenity (parks, shops, cafes and pubs) to support local communities and bring life and boost economy locally, while reducing reliance on the car and encourage walking, cycling or public transport use.*

Several people noted 'design' as an aspect of suburban development. The word 'design' was used to represent two different facets of development. A small number of comments used design in the context of designing developments that are inclusive, accessible and focused on designing the development with a focus on fostering positive community development outcomes. A couple of respondents used design as an extension of general urban design and visual features. They wanted attractive community spaces that are visually appealing.

### Discrete Suburbs

9 comments

Several respondents commented on considerations that should be made so that suburban residents are close to work, commercial and public spaces. A small number of the respondents believed that there should be provisions to allow people to work close to home or at home. This could be encouraged by including business growth in suburban centres; the development of business hubs, or encourage businesses to let their employees work remotely. Two thirds of these comments noted that the provision of work close to home or at home would reduce commutes to the city, congestion and carbon emissions. As one respondent commented:

*I think as well that this scenario could encourage employers to provide flexibility for their workers, and allow working from home as an option to reduce pressure on early-morning and late-afternoon traffic congestion...*

A similar number of comments supported the creation of mixed-use suburban hubs where there are a range of public spaces, amenities, services and commercial ventures near residential areas. Commenters included: Generation zero, the Greater Brooklyn Residents Association and the Environmental Reference Group. The Greater Brooklyn Residents Associations commented:

*If we are expanding our suburbs it is important we allow mixed uses in the hubs of those areas to created vibrant communities where people can meet most or all of their day to day needs (think Newtown).*

**Residential housing****Balance character protection and development****208 comments**

A very large number of respondents wanted character areas better protected in this scenario.

They commented that character loss was not necessarily an inevitable outcome of development, and that this scenario could be amended to better protect some character buildings, or particular areas. The following comments echo this sentiment:

*Further development in other less-central areas of the city doesn't necessarily mean a decline in suburban character is inevitable. We can enable growth in other areas without homogenisation.*

*It shouldn't be a trade off between character and growth, the growth designs could reflect the character of the areas.*

*It doesn't have to destroy the character of the inner suburbs.*

Concern was expressed that the inner suburbs may lose their "village feel" with intensification. A common thread amongst the majority of the comments discussed under this heading was that character should be retained. They also said that attention should be paid to ensuring that development was sympathetic to the existing character.

A moderate number of people questioned the value of character, raising the issue of which character types or areas simply constitute "old" buildings, and which have more value for what they add to local amenity. They wanted to see 'good' character aggressively protected, and 'rundown' character homes retrofitted to create healthier, better looking homes, or replaced with higher density residential buildings. As one respondent said:

*Karori, Kilbirnie, and some parts of New Town have no character to protect...the plan should be adapted in function of the suburb and not a one-fits-all type approach.*

For several respondents, it was crucial that developers not be allowed unfettered access as there was a fear that developments will be cheaply produced, and with little amenity value. One person called for quality designers and architects to be involved. Another stated:

*The "market" will not provide character with no restrictions, developers try to build as cheaply as they can.*

Several ideas were offered as to how growth and densification could be achieved without compromising character. These included: building higher density housing "one street and more back"; for the removal of every pre-1930 building "destroyed", a minimum number of housing units are added; concentrating on developing suburbs with the least heritage value; affording added protection to key character areas; and, making new developments attractive parts of the streetscape. The following comment is an example:

*Consider how you can really incorporate apartments and townhouses using clever design to not disrupt the character of these suburbs and gentrify the neighborhoods that home so many diverse cultural groups.*

The Thorndon Society, Mount Cook Mobilised, Generation Zero, and the Newtown Residents Association submitted on Scenario 2, urging that character be retained and protected. Mount Cook Mobilised wanted an assurance that buildings adjacent to character buildings be regulated to ensure pre-1930s properties are not crowded out.

**Building heights****110 comments**

Around half the comments about building heights were in support of restricting the heights of suburban building. The majority of these respondents either wanted to see maximum heights reduced to four storeys, or simply stated that six storeys was too high for suburban development. The following comments are representative of many:

*I wouldn't want buildings to be any taller than 4-5 floors*

*Six stories is too high for most suburban centres.*

There was concern that six storey building heights would irrevocably change the character of suburbs, where the “human scale” was currently valued. A few respondents requested that suburban development should not be more than three or two stories high. One stated that all new residential building should be required to be a minimum of two, but not more than three storeys.

A quarter of the comments about building heights offered by people in response to the question of what they would improve or change about Scenario 2, were in favour of restricting the height of buildings in the CBD. Respondents felt that 15 storey buildings were too high, an eyesore, hazardous, and potentially detrimental at the street level because of reduced availability of light and the creation of wind tunnels.

The remaining quarter of comments about building heights were in support of higher, or high-rise development to alleviate housing pressure. Several respondents simply stated that either high-rise apartments should be built or mid-height apartments/townhouses in the suburbs. The following quote is one example:

*Find the way to encourage home owners to get rid of old 1-2 level houses and build modern 3-6 level*

In a small number of cases support for high-rise development was offered with the proviso that it was of a high quality, and that it catered to the needs of residents (i.e., by providing multi-roomed apartments or communal spaces within apartments). A few people argued that high-rise developments have a character of their own and can be attractive and liveable, if done well.

#### **Building standards**

**84 comments**

It was important for a sizeable number of respondents that effective design and high standards be a part of any development. The majority of comments on this topic expressed concern that poor design could lead to residential housing that is bland, unappealing, or unliveable. The comments reflected a vision for Wellington to have modern, well-designed, liveable and sustainable housing stock. In a moderate number of comments, people supported minimum design standards to ensure houses are warm, dry and “safe” to live in. The following comments are representative of many:

*It also needs to be warm, dry and well-built - appropriate for families.*

*I'd like to see those buildings rented out kept to a higher standard, so those renting can be healthier and warmer, but i doubt that's under the councils jurisdiction*

The liveability of apartments was raised as an issue for a moderate number of respondents. Of these, several noted the importance of apartments having natural light and views. In addition, existing apartment blocks were criticised for being under-resourced (including amenities such as gyms, pools, bicycle storage areas, and communal spaces). A few people stated that new developments should be accessible for wheelchairs. The following comment is about apartment living:

*NZ apartment complexes are awful - apartments are ridiculously small, there are few services for people who live there*

Several people commented on building design for hazard mitigation. They wanted new developments to be resilient. This was most often phrased in general terms, as the comment below shows:

*From a disaster resilience point of view, any new developments should have be required to implement a higher building requirement to account for hazard risks of that particular suburb.*

Those who provided more detail about hazards most frequently noted earthquakes and flood protection in comments.

Several people wanted to see sustainable or ‘green’ design. This included environmental aspects, green roofs, rooftop gardens, “water tanks for resilience”, and “Eco sustainable housing”.



Developers were negatively appraised by a small number of respondents. People displayed a level of distrust in developers and regarded the industry in need of regulating to ensure minimum standards are met.

#### **Residential building choice**

**49 comments**

A considerable number of respondents supported Scenario 2 but highlighted the need for it to provide a mix of housing options for people. In some cases, this was noted in the context of heritage preservation (discussed above), but also emphasised that range and choice were important for Wellingtonians:

*We will always need a variety of accommodation types to suit different needs of the community and developers tend to focus on the best return. We need to ensure the right balance actually happens*

Respondents were broadly in favour of there being a range of housing options available in the implementation of this scenario. The option for people to have a suburban home, with some space, was valued by several respondents. These people wanted to see growth accommodated in a way which allows this type of living to remain. One respondent preferred this scenario's retention of some single storey dwellings as it is what "NZers are used to".

Co-housing was mentioned by a small number of respondents, and reflects the interest present in exploring different ways of living. The following comment summarises these well:

*Maybe introduce new types of housing or support flexibility in housing arrangements as well as the kinds being looked at? I've seen a few articles about people who are doing co-housing which seems very sensible*

#### **Building density**

**20 comments**

Density was mentioned in two contexts, people called for higher density, or more density with certain provisions.

Just over half the comments under this heading supported increased density with the proviso that it was "done well"; focussed in appropriate areas; or "better balanced" in terms of community assets and residential buildings. Increasing the densities of inner and outer suburbs was called for by one respondent who viewed this as the only way to accommodate growth. The following comment is typical of those highlighting certain areas:

*Get specific with the best prospects for intensified development as has happened with the Marsden Village in Karori and Johnsonville shopping centre. These and the Karori centre could almost certainly have taller buildings right alongside existing amenities, as is happening in Te Aro, without damaging views and sunlight*

A small number of comments addressed higher density generally, and supported this as necessary to accommodate population growth. People noted that they supported intensification, supported medium-high density development, and, in one case, specifically suggested "maximising space" by ensuring residential buildings are more than one storey. One respondent made the following comment:

*Remove all height, boundary and density controls in the CBD and surrounding suburbs, including Kelburn and Roseneath*

#### **Affordability**

**17 comments**

A moderate number of respondents either wanted to see, or projected that they would see, increased affordability as a result of Scenario 2. Comments were typically in the following style:

*Ensuring that people who are less well-off are able to live in these re-developed areas too.*

In a small number of comments, people noted that affordability was particularly important for students.

### Character unimportant

7 comments

A small number of respondents either diminished the importance of character housing or stated that the need to accommodate more residents overrides the need to protect character.

*We think we should not talk about 'losing' character areas rather developing new character that reflects our diverse communities.*

### Other residential comments

7 comments

Remaining comments included the following points: suggestion to "evaluate post-1930 precincts as well"; a couple of suggestions to convert existing "empty" land or commercial places to residential use; a comment opposing "huge flat tenements" in the city; and, the suggestion to "reopen apartment buildings that have been closed due to hazards".

### Other topics

#### Need for action

8 comments

Several respondents commented on the need for action on this development. There were a range of comments. A few comments outlined various time scales of development. One respondent believed that development "of this area" is already 15 years behind where it should be, another respondent stated that this type of development had been mooted for 10 years, that public consultation and feedback had been completed, but nothing had ever been done about it. One respondent claimed that development needs need to be looked at over a scale of 100 years not just 10 years.

A couple of respondents were in favour of loosening the zoning or "upzoning" areas, to allow for development over the present levels. One of these respondents believed that the market, landowners and people should make the choice of where people will move to, based on the cost of infrastructure and the potential benefits.

Other respondents stated that NIMBYs need to stop stifling this development and that the development should just be 'got on' with. A previously discussed comment also noted general support for Scenario 2. The relevant section of their comment is as follows:

*...This is a logical way forward to develop [the town] centres and add to Wellingtons growth and resiliency*

#### Generally positive comments

4 comments

A small number of comments were "generally positive". In response to the question 'what would you change or improve in this scenario', three quarters of the respondents stated that there was "nothing" or "nil" that they would change. One respondent commented "there's nothing that I would change, this is a pretty attractive scenario".

#### Other comments

8 comments

A couple of respondents commented on population growth. One of the respondents believed that Wellington does not need so many people and the other respondent believed that there should be "zero population growth". A similar number of comments did not want growth to be funded or financed from the general Wellington City Council Revenues.

Other standalone comments included: a respondent who was unsure what eventual growth of the city would look like; a commenter who did not believe that the removal of character protection and development of the inner city suburbs was an "inevitable trade-off"; and, a respondent who wanted to see tea o Māori values captured in planning and design.

## COMMENTS OPPOSING SCENARIO 2

212 COMMENTS

## City outcomes

## Suburban intensification

23 comments

A moderate number of respondents were generally opposed to intensification in suburban Wellington. Respondents made the following points in opposition: less emphasis on development/intensification; to discourage growth; to move people out of Wellington (with the creation of business centres in other cities); and, the protection of suburban homes that have some land. These were some of the comments:

*I don't like it as it is infill housing by stealth.*

*Don't intensify Wellington at all, it will ruin the place*

The following respondent objected to intensification on the following grounds:

*This scenario promotes the disease of private and municipal greed as is currently seen in suburbs as far away from the City Centre as Whitby, where houses are packed in, cheek-by-jowl, on poor land for the sake of the dollar but under the pretence of progress.*

## Hazard management considerations

3 comments

A few people noted the hazard-prone nature of Wellington. They stated that it would be unwise to develop the city at all, for this reason.

## Infrastructure needs

3 comments

A few people stated that demands on infrastructure from implementing this scenario would be large, and consequently, upgrades would be needed. They argued that the age of existing infrastructure would not support increased demands.

## Other

8 comments

Remaining comments were diverse and sometimes contradictory. These included the following topics: opposition to the intensification of central Wellington on the grounds that it is a "stupid place to build"; and, opposition to central Wellington being only moderately developed.

One person thought there was not enough evidence of the process being holistic to be able to support it. Another responded to the question of what they like about Scenario 2 with the following:

*Nothing. Developing the suburbs into high rise areas while only moderately developing the inner city is a terrible idea in the current global climate.*

## Transport

## Transport investment needed

8 comments

A few people objected to this scenario because it will require a level of transport investment that they doubted would occur. They wanted to see it go ahead but were sceptical about how much public transport would be provided to cater to the increased travel demand. The following comment summarises these points:

*Not in favour of this scenario. Too much depends on good transport planning which seems to be impossible in Wellington as there appears to be a lack of political will at all levels. Look how poor it is now!*

One person opposed Scenario 2, stating it would "bring Wellington traffic to a standstill".

## Other comments

2 comments

Other transport comments included one which expressed strong opposition because of Wellington's limited road capacity. And, another in which the lack of parking in Newtown was criticised.



## Community

### Community development undermined

4 comments

A small number of respondents opposed the type of community development outlined in Scenario 2. Two respondents stated that the addition of town houses in suburban areas would change the aura, look, feel and environment of Wellington's suburban area. Another respondent stated "don't ruin them" citing that people choose to live in the suburbs because that is "what they want". One person stated that the development of the suburbs would remove the opportunity of the "kiwi dream" with a quarter acre section in the suburbs.

One respondent stated that there was value in suburban family living, with light space, greenery and a back yard for children and adults to enjoy. Another comment cautioned the relative popularity of Wellington in comparison to other cities, if there was not enough development of land to build quarter acre sections on.

## Residential housing

### Character and heritage loss

109 comments

A large number of respondents' comments opposed Scenario 2's provisions for development in character suburbs and changes to pre-1930's character protection. The majority of comments generally discussed the need for protection of central suburbs in order to retain their character, look and feel. The following quotes represents the general sentiment of these comments:

*The main problem with this scenario is that it would destroy the character of existing suburbs, which is not what most Wellingtonians want*

*Character areas are very important for the look and feel of Wellington, so keeping them should be a priority.*

*Recognition and protection of significant character areas, heritage buildings and views*

A moderate number of respondents identified specific suburbs or areas that they felt should be protected from the development outlined in Scenario 2. The suburbs and areas mentioned included: Aro Valley, Mount Victoria, Thorndon, Newtown, Berhampore, The Terrace, Holloway Road and Aro Street. The main reasoning for the protection of specific suburbs and areas were the removal of character; removal of unique period homes, and changes to the identity and appeal of Wellington and because it would be detrimental to tourism. The following comments outline the thoughts of the Mount Victoria Residents Association and the Thorndon Society. These comments are taken from their wider submission:

Mount Victoria Residents Association:

*Mount Victoria is the most visible of Wellington's older inner-city residential neighbourhoods as seen from the central city. Its many nineteenth-century villas and cottages are a unique and defining feature in the international context. Currently there is a risk that incremental individual changes will result in the city unwittingly and irreversibly losing one of its most appealing and distinctive features. Internationally, heritage or character neighbourhoods near city centres are increasingly being valued as economic and social assets. They attract young entrepreneurs, new skills and people who seek walkability, compactness and safety. With this in mind, the current protection in the District Plan which restricts the demolition of pre-1930s buildings needs to be maintained, and indeed strengthened.*

The Thorndon Society stated:

*The Thorndon Society was formed to hold the line against the loss of further homes. The endeavour to save the remnants of old Thorndon has involved long and hard-fought planning campaigns. Step by step Council's high density, high rise policies for the inner-city residential areas were replaced by new provisions designed to better protect character and heritage. The*

*introduction of the demolition rule (Rule 5.3.6) was the last major initiative to limit the loss of pre-1930 housing in the inner residential suburbs.*

*In the main the demolition rule has been successful. Without the rule we believe the loss of Thorndon's original housing stock would have continued. Under the proposal the many smaller villas and cottages could be replaced by multi-unit developments. Deregulation would be the death knell of Thorndon's character and heritage.*

*We therefore supports the existing inner residential planning provisions.*

A similar number of respondents specifically rejected the changes to the 1930's character protection. The majority of these respondents simply commented that they wanted to see the retention of such provisions or rules. A small number of comments wanted to see improvements or additions to the current protect provisions. Other comments outlined that they would like to see the protection of heritage and character areas, and for buildings to retain their heritage standard as outlined in the District Plan. Again, the following quotes reflect the general sentiments of the comments on character protections. The final comment is an excerpt from Mount Cook Mobilised:

*Leave Aro Valley, Mt Vic, Mt Cook, Newtown, Berhamphore and Thorndon Residential rules/standards unchanged.*

*Retain and improve protections for pre-1930s character areas*

Mont Cook Mobilised stated:

*Mt Cook Mobilised does not support Scenarios 1 and 2 if they require the removal or a reduction in the protection given to "character areas" in the current District Plan in Wellington. The gain in housing available in the inner city suburbs from such changes is so small in these scenarios that it is outweighed by the loss of social, cultural and economic benefits of the current protection.*

A small number of respondents commented in opposition to the development of apartment blocks. The comments outlined that apartment blocks, will ruin the character of the heritage and character suburbs in Wellington, as has happened in the past. One respondent commented:

*Do not remove, reduce or change the heritage protections of the inner city suburbs for the sake of more intensive housing. This has been tried in the past, and the evidence is clear in the hideous soviet-style apartment blocks that dot Mt Vic like so many cancerous sores. Do not allow more of our special, precious period houses to be demolished or surrounded by modern monstrosities...*

#### **Residential building choice**

**5 comments**

A small number of respondents commented on the lack of emphasis on ensuring there are a number of residential options for people. They raised the concept of "one size does not fit all", and wanted more areas for renewal, and a broader choice of housing styles for people to choose from.

#### **Building height opposition**

**4 comments**

A small number of respondents commented in opposition to the building heights outlined in Scenario 2. All of the respondents stated that the addition of 'taller' buildings would reduce the amount of sun and light into residential areas. Other issues highlighted in these comments included: the effect of 'taller' buildings on the character and make-up of the city, degradation of human scale, impact of views, resultant wind issues and the impact on neighbouring homes and existing residents' wellbeing. Newtown Residents Association commented:

*A single minded emphasis on increasing housing density risks losing the very qualities that make Newtown a great place to live. Tall apartment buildings lining our residential narrow streets would turn them into sunless concrete canyons, however sympathetic the design. The energy efficiency of the dense existing housing would be reduced by the lack of sun. Tall buildings would also cause significant wind issues, wind being deflected off the sides of the buildings down into neighbouring houses. If such buildings were next to existing family homes the effect would be devastating.*

#### Building standards

1 comment

One respondent commented in opposition to buildings standards, citing sympathetic design not going far enough to alleviate the negative effects of high-rise development.

#### Other topics

##### General negative comments

35 comments

A considerable number of respondents expressed general opposition to Scenario 2 without offering further explanation. Comments were typically simple in nature and included "don't support it", "get rid of it", "scrap it", and "this is a poor scenario which cannot be improved". One person stated that they:

*Don't like very much about this scenario. It is not going to make much of a dent in the 60-80,000 new inhabitants expected in Wellington over the next 30 years.*

##### Other comments

7 comments

A small number of other comments were made in relation to opposition of Scenario 2. One sought a clearer definition of character. Another sought clarification of where the line would be drawn regarding what suburbs are developed. One stated the trade-offs under this scenario are oversimplified, particularly regarding hazards, stating outer suburbs are still unlikely to cope with hazards such as earthquakes and sea level rise. One respondent was sceptical that an increased population would be adequately planned for as they described the city as already poorly planned. One did not support additional growth and sought a stronger focus on managing what Wellington already has. A final respondent opposed Scenario 2 because residents will have less access to parks and open spaces. They noted, however, that harm can be mitigated by carefully planning for parks and open space in suburbs.



## Scenario 3: New Greenfield Suburb in Ohariu Valley

### SCENARIO SUMMARY

#### WHAT WAS SAID...

##### Overall assessment

##### Support comments

- Support came from those who valued the provision of new housing, which was viewed as increasing housing availability and improving affordability, as well as providing an opportunity to develop a new, modern suburb.

##### Change/improvement comments

- While a very large number of respondents who opposed this scenario did not offer a reason, a large number cited urban sprawl and its associated negative impacts on rural land, increased vehicle emissions, and congestion as the main reasons for opposition. Infrastructure costs from developing this scenario and associated opportunity costs for investing in other places and activities were also frequently discussed.

##### Opposition comments

- If it was to be developed, the key suggested changes identified were creating a suburb which uses modern sustainable development principles and practices and in particular the provision of efficient transport options. Some thought it important for the suburb to be self-contained and have its own centre, providing services and jobs for residents.

##### What was supported

- The most positively supported aspect of this scenario was increased provision and subsequent availability of residential housing. Respondents also saw this scenario as an opportunity to create a modern development, using the latest concepts and technologies.
- Others supported this scenario because it was considered a good way to manage hazards.
- While some saw it as inevitable because of the city's growth, another group considered this scenario as part of a balanced implementation along with other scenarios.
- Protection of character in existing Wellington historic suburbs by reducing the development pressure on these places, was positively appraised by a substantial number of respondents.

##### What should improve or change

- A modern, thoughtfully designed development was sought. This was expressed in multiple ways, including adhering to sustainability principles in the areas of transport and building. Many specific actions were listed, including rainwater harvesting, community gardens and wind farms.
- Some suggested that development of this scenario should be a last resort and for others it was important that the development was self-contained so that there was a commercial centre, jobs and a community focal point.
- Respondents suggested that better public transport and transport options be provided to mitigate the negative social and environmental effects of commuting.

### What was opposed

- A very large number of respondents expressed opposition to Scenario 3 without providing a specific reason.
- Urban sprawl was the most significant reason given in opposition to this scenario. The key reasons were: improve infrastructure in existing areas instead of this new development; invest in increasing viability of existing suburbs, rather than here; maintain Wellington's compact character; and, that a reduction in rural/recreational land would occur.
- In particular, the impacts on the environment through carbon emissions from vehicles was singled out as a significant environmental impact that should be avoided. A substantial number considered this scenario inefficient and unsustainable and criticised the impacts on productive land and natural areas.
- The cost of developing new infrastructure and the subsequent opportunity cost for existing suburbs was a reason to oppose this scenario for a substantial number of respondents.
- A sizeable number of respondents opposed Scenario 3, believing it would contribute to congestion problems and an increased travel demand, specifically from single occupant private vehicles.

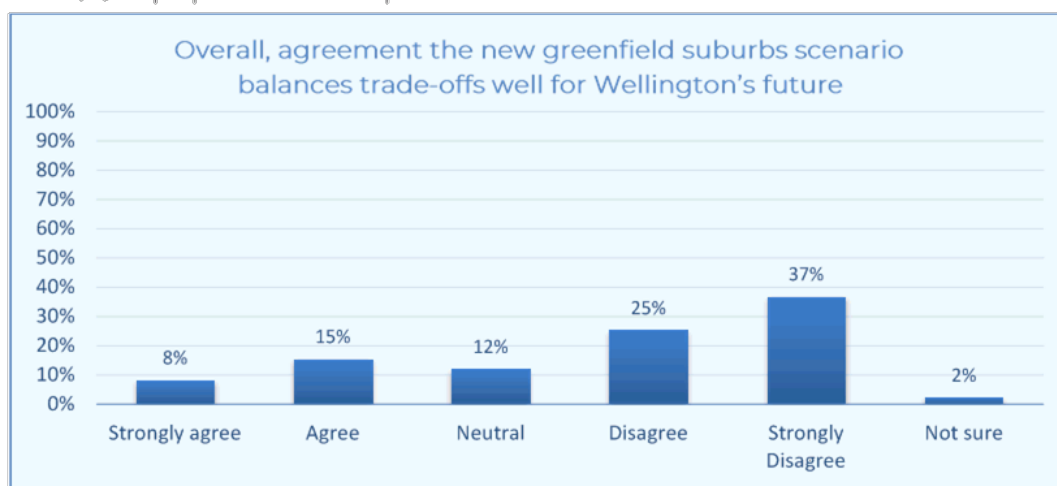
## WHAT SCENARIO 3 SURVEY RESPONDENTS SELECTED

### OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 3

The chart below presents overall agreement and disagreement with the balance of Scenario 3.

Survey respondents were asked: **Overall, do you agree the new greenfield suburbs scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,317 people answered this question.

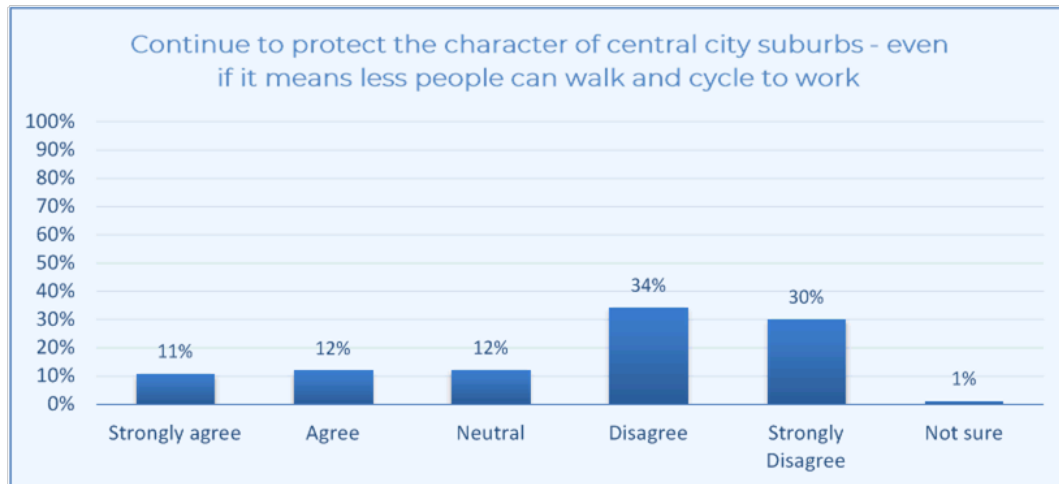


Overall, the majority of respondents disagreed that the New Green Field Suburbs Scenario balances trade-offs well for Wellington's future – 62% (817) of respondents disagreed or strongly disagreed, whereas only 24% (312) agreed or strongly agreed.

### AGREEMENT WITH CONTINUING TO PROTECT THE CHARACTER OF CENTRAL CITY SUBURBS EVEN IF IT MEANS LESS PEOPLE CAN WALK AND CYCLE TO WORK

Survey respondents were asked to agree or disagree with the statement: **I support continuing to protect the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore even if it means less people can walk and cycle to work.** (select one option)

In total, 1,297 people answered this question.

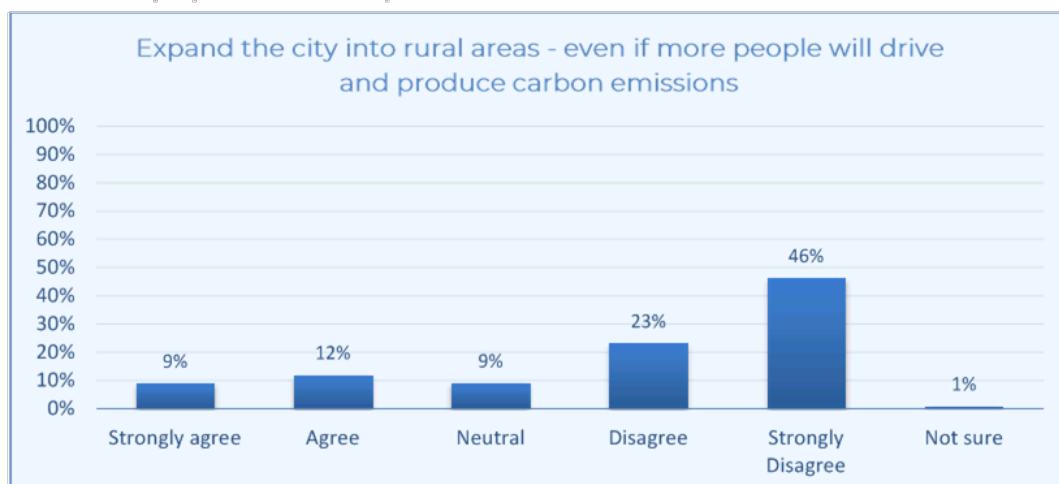


The majority of respondents disagreed with continuing to protect the character of central city suburbs, even if it means less people can walk and cycle to work. In total, 64% (833) of respondents disagreed or strongly disagreed, whereas only 23% (294) agreed or strongly agreed.

### AGREEMENT WITH EXPANDING THE CITY INTO RURAL AREAS EVEN IF MORE PEOPLE WILL DRIVE AND PRODUCE CARBON EMISSIONS

Survey respondents were asked to agree or disagree with the statement: **I support expanding the city into rural areas even if it means more people will drive and produce carbon emissions.** (select one option)

In total, 1,315 people answered this question.



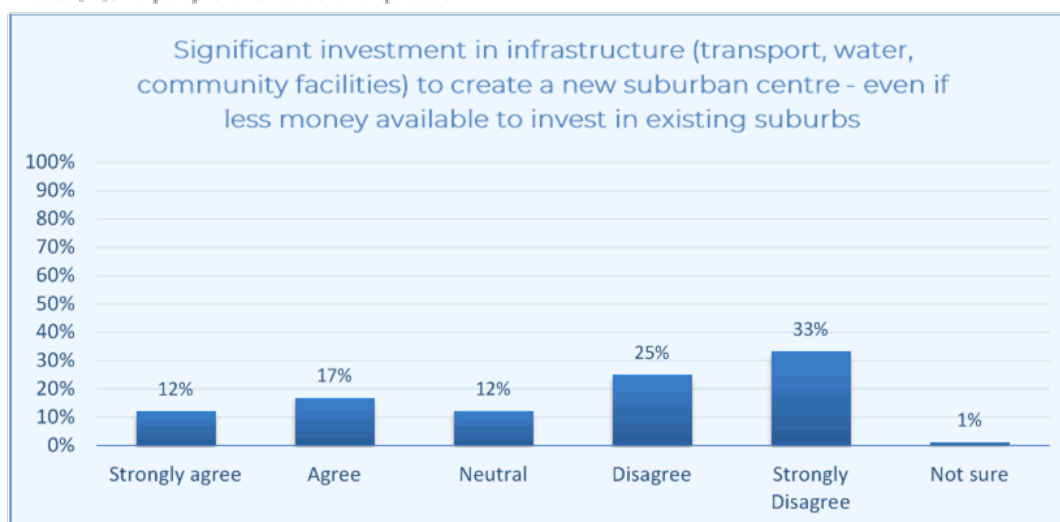
The majority of respondents disagreed with expanding the city into rural areas, even if more people will drive and produce carbon emissions. In total, 69% (912) of respondents disagreed or strongly disagreed, whereas only 21% (273) agreed or strongly agreed.



## AGREEMENT WITH SIGNIFICANT INVESTMENT IN INFRASTRUCTURE (TRANSPORT, WATER, COMMUNITY FACILITIES) TO CREATE A NEW SUBURBAN CENTRE EVEN IF LESS MONEY IS AVAILABLE TO INVEST IN EXISTING SUBURBS

Survey respondents were asked to agree or disagree with the statement: **I support significant investment in infrastructure (transport, water, community facilities) to create a new suburban centre even if it means less money available to invest in existing suburbs.** (select one option)

In total, 1,316 people answered this question.



The majority of respondents disagreed with significant investment in infrastructure (transport, water, community facilities) to create a new suburban centre, even if less money is available to invest in existing suburbs. In total, 58% (763) of respondents disagreed or strongly disagreed, whereas only 29% (379) agreed or strongly agreed.

## SURVEY RESPONDENTS' COMMENTS ON SCENARIO 3

### 567 COMMENTS SUPPORTING SCENARIO 3

### 567 COMMENTS

#### City outcomes

#### Housing availability and affordability

75 comments

A sizeable number of respondents supported Scenario 3 because of its provision of housing, and the resulting increased affordability that could result from this. In several cases, affordability comments referenced the current housing market, characterising it as under pressure; and attributing the development of new greenfield areas as relieving this pressure, or "fixing" the housing problem.

People most frequently phrased their support in simple terms, responding to the question of what they liked about this scenario with comments such as:

*Increased housing*

*Must enable GF expansion to support competitive urban land markets*

*That we are delving into new areas of Wellington that can be used as a housing location*

*Keeps house prices reasonable*

*Another suburb will provide more housing*

Several respondents stated that more and/or more affordable housing was the only aspect of Scenario 3 they liked, however, support for Scenario 3 was consistently offered on the basis that it would solve or alleviate housing problems in Wellington.

#### **Quality modern suburban development**

**55 comments**

A substantial number of respondents stated that they liked Scenario 3 because it would enable the development of a new, innovative, high-quality suburb. Innovations envisaged included the following qualities: high value; vibrant; sustainable; resilient; efficient; modern; one that reflects the "latest thinking"; purpose-built; and, smart.

In addition, respondents who gave longer responses noted the importance that infrastructure and services in a new suburb, be well-planned and executed. This included accessibility through appropriate roading and transport systems planning, storm water systems, architecture, and innovation and thoughtful design in general. As one respondent said:

*I like that a new suburb could be planned with modern principles and thought given to transport and green areas etc.*

There was a strong thread within these comments that a new suburb could be a model for sustainable living, and an opportunity to lead the way in this area. A few cautioned that if the opportunity to "do it right" was not taken, the resulting suburb could be less than ideal.

The following respondent's comment is representative of the sentiment of many:

*Building a new suburb from the ground up provides an opportunity to rethink what a 21st century urban environment could be.*

#### **Reduced risk of natural hazards**

**44 comments**

A considerable number of comments admired Scenario 3 for its apparent resilience to the threat of hazards. The majority of comments described this in simple or general terms, as the following quotes show:

*Potentially less hazard prone*

*Building in more geographically resilient areas is also a bonus.*

*Best for resilience*

*It mitigates the flood and earthquake risks*

These respondents perceived a new greenfield development in Ohariu as a safer option than developing the city or CDB areas. Some considered it relatively safer, whilst others were more certain in their assessment of Scenario 3 "solving" issues relating to hazards.

Several respondents specifically referenced sea-level rise in their comments, noting that Scenario 3 would help avoid risks associated with this. Additionally, the area was deemed safer from earthquake risks by a small number of people. A few of these noted that risks from earthquakes remained, but that the new development outlined in Scenario 3 would result in less people being affected because of the lower density.

#### **New greenfield development is inevitable**

**41 comments**

A considerable number of respondents strongly supported Scenario 3, claiming it addresses a need, and that growth in this area is inevitable.

The concept of future-proofing was raised in several comments. Scenario 3 was viewed as catering to growth that will eventually require the development of new greenfield areas. Respondents raised the idea of 'running out of space' for people, and the ongoing need for more space, more housing, and ways to accommodate more people. The following comments are indicative of many:

*Future proofing for future growth - the city is unlikely to stop growing and cramming more people into the inner city and suburban transit routes will not accommodate more growth. Developing this area will never get cheaper.*

*Will in the long term mean more chance of expansion, where as we will be in the same position in a few decades of needing to spread.*

There was broad agreement in all comments discussed under this heading that growth is inevitable, and that expansion is needed, if not now, then in the near future.

#### **Support for balanced development**

**39 comments**

Comments discussed under this heading represent those in which respondents view Scenario 3 as part of a broader plan to accommodate growth. The use of Scenario 3 in conjunction with other scenarios, or growth in other areas, was supported by a considerable number of respondents. They argued that Scenario 3 represents a balanced approach, when implemented with other scenarios. The following comments describe this:

*Do we have a choice? A liveable city requires growth, if we are to accommodate 80,000 people we need more than one scenario. I believe growth is needed in the inner city, suburban centre and rural area.*

*This is necessary. But we also need to intensify the suburbs and the inner city!*

Respondents stated their desire for balanced growth noting that development of inner city, suburban and rural areas was ideal. Or that this scenario enabled growth in a number of areas. One respondent stated their support for the mix of housing densities offered with this scenario as:

*Mix medium density development in existing suburbs with this rural development scenario, giving more lifestyle choices to people who live, work & play in Wellington*

For a small number of respondents, Scenario 3 was supported for its perceived ability to spread growth, and more evenly distribute people in the areas around Wellington.

#### **Ohariu is suitable for development**

**39 comments**

A considerable number of respondents stated they liked Scenario 3 because it will utilise 'good' land. Around half these comments conveyed the sentiment that this land is currently available/useful, and that it represents an ideal opportunity for development and/or expansion.

People spoke of wanting to see this land "made use of" and considered development in this area beneficial to greater Wellington. Several respondents supported "opening up" or "releasing" this land for development, with no further explanation.

Several supported the development of Ohariu because it was more suitable than other areas, i.e., because of terrain or climate aspects. The terrain was considered flatter, and therefore easier to develop, and in addition, the climate was deemed pleasant. One respondent stated:

*And should be easier to construct on clean cut land rather than steep and very expensive sites closer to the city.*

Several respondents simply stated that the area designated in Scenario 3 was suitable, well-chosen, a good location, a good use of land, or that it "makes sense". A small number noted that as an area close to the city, it was ideal for development. The following comment describes this well:

*The infrastructure is already nearby in Ohariu Valley. A new suburb, which would be reasonably close to the city in any case, can be built without wrecking the rest of the city and destroying its main attractions*



**Infrastructure development**
**22 comments**

A moderate number of respondents noted in their support for Scenario 3 that it would result in the development of new infrastructure. Note: these comments are related to those discussed above in which respondents support Scenario 3 for the opportunity it provides to create a new, high-quality suburb.

Infrastructure was envisaged as: modern, new, appropriate, improved and fit for purpose in a greenfield development at Ohariu. In addition, "investment in infrastructure" was admired by a small number of respondents, in most cases with no explanation. The following comment is indicative of many:

*Allow the efficient planning and development of infrastructure of the scale and quality necessary rather than trying to piecemeal fix things.*

As above, a few respondents were insistent that infrastructure be done well, and in advance of residential living.

**Mixed-use development**
**16 comments**

A moderate number of comments expressed admiration for Scenario 3 because of the mixed-use development it proposes. Two-thirds of these comments were in support of the mixed-density housing options, and the remaining third were in support of the scenario resulting in a mix of commercial, residential, and community spaces. The mix of accommodation types was argued to be an appropriate intergenerational approach by the following respondent:

*This is probably your best inter generational approach - existing generations want townhouses and stand alone, and in time other generations might be happier with apartments, but you need to provide a range*

**Economic**
**8 comments**

Several respondents argued that Scenario 3 would provide opportunity for economic development in a new suburb. Respondents supported the opportunity for new businesses to develop, and for jobs to be created for those who live there.

One felt that this scenario would be cheaper to implement than it would be to "retrofit older areas". Lastly, one person felt that directing Council money "for benefit of suburbs" was good.

**Natural environment**
**7 comments**

A small number of respondents supported the increase in green space that this scenario proposed. People noted that "more bush restoration", "lots of green space", the potential for "more greenspace", and the retention of the green belt were admirable qualities of this scenario.

**Public spaces**
**5 comments**

A small number of respondents supported Scenario 3's provision of public spaces. These included green space (for public use), and parks.

**Transport**
**Transport options**
**37 comments**

A considerable number of respondents favoured Scenario 3 for the perceived improvements to the transport network. The majority of these respondents believed developing a new suburb outside of the central city would lead to an increased focus and investment in improving public transport and the transport system in general. There was a sense that developing a new suburb offers the opportunity to develop a smart and efficient transport network from the ground up. It was expected that this would lead to an overall increase in public transport patronage and reduction in emissions if people are encouraged to leave their cars at home. The following comments reflect the sentiment of many responses:

*Planning would mean that access to transport (park and ride etc) could be designed from the outset*

*I like the potential for increased investment in public transport for outer suburbs generally.*

*Opportunity to start from scratch to plan to discourage car use and greater use of PT.*

A small number of respondents noted that the increasing demand for electric vehicles will also contribute to offsetting carbon emissions.

#### **Roading infrastructure**

**6 comments**

A small number of respondents believed Scenario 3 would contribute to an overall improvement in roading infrastructure in Wellington as well as make effective use of future roading projects, as discussed in the following quote:

*Make use of our future roading projects (once they get underway) and provide more hubs which have their own, new character*

### **Community**

#### **Traditional Lifestyle**

**28 comments**

A moderate number of respondents believed that the housing development in Scenario 3 would give people the “space to live” and allow them to have green space, backyards and gardens. The notion of increased space was linked by several respondents to the creation of better environments for families to live in. A small number of respondents were in favour of the housing developed in Scenario 3, as it would give people the opportunity to live in housing that was more “kiwi” and “traditional”. A small number of comments highlighted that people living in such a development would have a better quality of life and enjoy their lifestyle. One respondent commented:

*The fundamental issue to me is that this type of housing provides a far higher quality of life and human environment than apartments or high density housing, especially for children. Once established it also provides a better physical environment, with trees and gardens mixed with houses. Houses also provide better long term stability for families, as houses can be improved over time as requirements change or people just like to improve their environment.*

#### **Community development**

**17 comments**

Two thirds of the comments on community development were in favour of new suburban development as it gave rise to the creation of new communities in which there is an opportunity to influence community development, identity and feel.

Several comments noted that with new suburban development came opportunities for new infrastructure, businesses and community facilities, and linked these outcomes to the overall development of the community. A couple of comments highlighted the opportunity for innovative and experimental community development. The following comment echoes the sentiment of responses that supported community development:

*This also allows for the development of new communities which can create their own identity. If you look to Wainuiomata, this was a greenfield development which created a whole community with schools, childcare centres, sports clubs.*

### **Residential**

#### **Character of the inner city and suburbs protected**

**68 comments**

A substantial number of respondents stated their support for Scenario 3 because it reduces development in the city and therefore protects character areas. A considerable number of comments highlighted the desire for retention of character in the character and historical suburbs in Wellington. Several comments specified the need for character protection in the inner city. A similar number of comments believed that Scenario 3 protected the overall character of Wellington. The following quote outlines the general sentiment of comments on this topic:

*This scenario would preserve the character of Wellington's historic suburbs and generally help maintain the overall character of the city, which is what (at least in part) makes it an attractive place to live.*

**Minimal change to city and suburbs****30 comments**

Several comments supported Scenario 3 as it would reduce the amount of intensification and density of buildings in existing areas. A similar number of comments also supported Scenario 3 as it would create less impact on the existing suburbs of Wellington and would essentially "protect" the suburbs by decreasing the amount of development in said areas.

**Other topics****General support****20 comments**

A moderate number of respondents expressed general support for Scenario 3 without providing extensive additional detail. Respondents offered support in general terms, stating "yes", "go for it" and "the better of the options". Others stated they liked the idea of building an additional suburb as long it is well planned and not solely guided by developers in pursuit of money. One respondent noted the benefits concentrating development in one single patch of rural land.

**Other comments****10 comments**

Several comments were unclear or difficult to group in a single topic. Some of these comments are listed below:

*Infrastructure cost. Loss of accessible rural activity from Wellington city. Earthquake fault line in Ohariu Valley.*

*Stop listening to whiney old school thinking and protect our future. Do nothing, and kill the city. Just move the capital now and avoid the usual political job protection.*

*That it makes people aware of the environmental issues with expanding further out of the city centre*

*New dwelling separate from main town as rural growth!*

*Maximises use of existing infrastructure.*

**COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 3****546 COMMENTS****City outcomes****Sustainable, quality development****36 comments**

A considerable number of respondents argued that Scenario 3 could be improved if there was a commitment to it being a high-quality development. This meant different things to different groups.

For a moderate number of respondents, the majority, this meant adhering to sustainability principles. This was to counter the environmental effects of the commute to Wellington, and/or the environmental costs of the building process.

Respondents were enthusiastic about the inclusion of the following sustainable aspects if this scenario were to go ahead: rainwater harvesting; community gardens, a carbon zero focus; provision for active transport; solar panels; wind farms; a "greener" suburb; transport options; water-sensitive design; careful storm water design; and, social infrastructure. The following comment includes some of the issues covered by respondents:

*If you end up building a new suburb, be creative - make it a suburbs that only has passive houses, only has one space for a car and makes the rest of roads for cycling and walking. Invite in co-housing cooperatives, set up infrastructure for solar power, wind power, electric car chargers - if they have to be miles away, give them ways to reduce their carbon footprint other ways.*

Scenario 3 was supported only as a last resort in a few cases, and then, only with the proviso that it incorporates "strong environmental principles".



Other comments included several which advocated for developers to bear some of the cost and the responsibility of ensuring high-quality, sustainable development. Fears were expressed that developer "short-cuts" could be to the detriment of those ultimately living there.

#### **Focus on city development first**

**30 comments**

The considerable number of comments discussed under this heading included those in which respondents expressed support for concentrating on development of the city and suburbs before this development progressed.

There was the sense that Scenario 3 ought to be used only as a last resort. Statements such as the following support this:

*Limit new development for increased intensification in existing outer suburbs*

*Put more people in existing suburbs before building new ones*

*Suburbs are great but densification needs to be the primary focus.*

Several of the comments expressed that city development should occur alongside what is proposed in Scenario 3. These respondents agreed that Scenario 3 was viable, however, they wanted to see growth in existing areas as well. In that sense, infill housing and intensification of development in the city was viewed as complementary to new greenfield developments.

#### **Discrete suburb**

**32 comments**

A considerable number of respondents supported a new suburb at Ohariu, if the new suburb had sufficient commercial, employment, and community focal points. People wanted to see planning for shopping areas, schools, tourist attractions, "decent facilities", parks, community spaces. A couple of respondents expressed desire that the community have a "heart". The following comments are representative:

*Consideration for more pockets of commercial activity in the valley as well. Development of a suburban central area with community facilities should be looked at, perhaps in conjunction with commercial activity*

*If there is to be a new suburb it should be a proper suburb with decent facilities and not just a collection of houses without decent public transport links, shops, schools, parks or other community facilities.*

In many cases the desire for a new suburb to have a consolidated centre was linked to dissatisfaction with the idea of commuting. There was a clear sentiment in comments that a new suburb should be self-sufficient, thus enabling residents to live, work and play in their area.

A small number of respondents cited Johnsonville as an appropriate place to develop a suburban centre, this was envisaged as a support for any new development in Ohariu. The comment below describes this:

*If we create a new suburb in Ohariu then we should be investing a lot in Johnsonville so it can be a second centre to support this new suburb and other new suburbs in the north. This way there may need to be less travel to the CBD.*

#### **Infrastructure**

**19 comments**

A moderate number of comments were made about the infrastructure needs of a new suburb. Several were about the need for increased investment in infrastructure if Scenario 3 were to go ahead.

A couple of respondents stated that sufficient infrastructure provisions be included. A similar number of respondents noted that infrastructure provisions should be co-ordinated with developments (in one case with their financial assistance to ensure quality):

*Generally infrastructure must be improved and some new systems servicing new areas will have better longevity than endlessly upgrading and retrofitting existing systems (provides a balance in the long run to infrastructure costings)*

A couple of respondents stated that infrastructure development should allow for future growth. The sentiment was clear that this ought to be “done right”. To this end, urban sensitive design was cited as appropriate. Infrastructure discussed included, water, transport, electrical, sewerage and digital.

#### **Environmental impacts**

**15 comments**

For a moderate number of respondents, the Scenario 3 proposal was not “green” enough.

Comments were varied, and included a few which called for an increased focus on the reduction of carbon emissions; a few which generally called for greener or more sustainable development, and a small number which highlighted the environmental costs that such a development would incur. In one submission, the retention of biodiversity was called for:

*New greenfield areas pose challenges with retention of biodiversity and aquatic habitat and impacts on water quality. Greenfield development inevitably increases the runoff from a catchment from predevelopment levels even with the use of water sensitive urban design.*

The impact of new greenfield development on natural habitats and environments was a concern for almost half the comments discussed here.

#### **Retention of green or natural space**

**8 comments**

All the comments on this topic highlighted the importance of retaining green space, rural land, or native bush around new residential areas. A few of these respondents commented that green space should be provided for residents to enjoy and recreate in.

#### **Hazard management considerations**

**5 comments**

Access to the greenfield development outlined in Scenario 3 was commented on by a small number of respondents. Respondents highlighted the risk of the lack of roads in and out of such developments and the resilience of such routes during a disastrous event. As the following quote outlines, there was support for the need for additional investment in infrastructure for it to cope under hazardous conditions:

*From a disaster resilience point of view, access to this part of the city is challenging and would need to be addressed in the development. Further, significant investment is required to realise this scenario. This must be taken into account with other future resilience investments council is likely to confront*

#### **Other comments**

**6 comments**

Remaining comments covered a range of topics, including: a call for subsidies to be provided to people who would move from the city into a new development at Ohariu; greater consideration of other outer areas when planning for growth; a suggestion that more capacity is required than what is listed in Scenario 3; and, a call for density in the inner city to be “eliminated”.

### **Transport**

#### **Support for better public transport**

**182 comments**

A very large number of respondents to Scenario 3 suggested improvements could be made to public transport. They called for investment and priority for thoughtfully planned, reliable transport links that connected the proposed new suburb.

There was concern that those living in this new development would exacerbate existing transport issues by adding to Wellington’s congestion. To avoid this outcome, it was suggested that the suburb should be developed in a way that supports modern transport solutions including buses, rail and other forms of mass transit. The aim was to discourage private vehicle use, which cause emissions and congestion in the city. The following quotes are indicative of many received under this topic:

*If more could be invested into public and environmentally friendly modes of transport from the new suburb into the inner city, then I'd be more inclined to be happy with this scenario*

*For this scenario to sit well with me it would require significant investment in sustainable public transport, which is what I would like to see even without a new residential development.*  
*If new suburbs are to be created, they should not be car depended. There needs to be good public transport options included or cycle ways to give other options rather than being car depended. Rail capacity should be increased with bus connections or buses directly to city.*

#### More transport options needed

47 comments

A considerable number of respondents sought provision for more transport options in Scenario 3. These comments largely reflected those discussed above, but went beyond public transport, calling for development of strong transport links to the central city and support for a variety of modes that discourage the use of single occupant private vehicles. Suggestions included provision of cycle ways, pedestrian prioritisation, park and ride options, ride sharing schemes, electric car infrastructure and a gondola. The following comments reflected the general sentiment:

*Shouldn't ever happen without strong active and public transport links*  
*Include development of cycleways to major transport hubs, and into the CBD - many people will travel longer distances by bike if the danger is reduced, especially with the increasing accessibility of e-bikes.*  
*Build some safe cycle and walk ways, not on the side of the road, but dedicated to getting these commuters to work safely and quickly*

#### Transport emissions

36 comments

A considerable number of respondents discussed the transport emissions associated with the development of a new greenfield suburb in Scenario 3 and noted the assumption that a new suburb will increase driving and emissions is not necessarily true. It was suggested that if the suburb is designed in a way that prioritises alternative transport such as public transport, walking and cycling, then residents would be encouraged to leave their cars at home and emissions will be reduced. This idea is summarised in the following comment:

*There may not be a huge growth in carbon emissions if an excellent public transport network is developed alongside the suburban growth. After all, if growth in the suburbs equals more cars to the city, there will be serious parking issues (parking is already either scarce or financially prohibitive in the city)*

Several respondents also drew attention to the increasing popularity of electric vehicles, suggesting these would also contribute to reducing emissions. It was noted that electric vehicle use would continue to rise and should be encouraged through provision of charging stations and limiting the number of emitting vehicles allowed in the city. This was one comment related to electric vehicles:

*More people driving does not mean more carbon emissions. How can you ignore ELECTRIC VEHICLES! In 10 years time there will not be an internal combustion engine vehicle being sold. One can only assume that this is dishonest and done for ideological reasons.*

#### Transport infrastructure improvements necessary

36 comments

A considerable number of respondents conveyed the idea that for Scenario 3 to be feasible, significant improvements are needed to transport networks and infrastructure. It was noted that if a new greenfield suburb was to be developed, provisions should be made from the initiation of the project to plan for a transport network that adequately services the needs of the new development. While the majority of these comments did not specify what infrastructure should be provided, several respondents noted roads should be upgraded to support the new suburb. The following comments summarise these ideas well:

*Development of new suburbs will need investments in transport and infrastructure and needs to be done in conjunction with improvements in suburbs and the inner city*



*The proposed suburb is quite a long way from Wellington CBD, and would require a very clear plan on public transport access to the CBD as well as motorist access. The existing roads may struggle to handle the additional traffic so upgrades would need to be made.*

*Infrastructure must follow this plan and not sure how that would pan out concerning the fact that peak hour traffic is already unbearable*

#### Increased travel demand and congestion

9 comments

Several respondents expressed concern that Scenario 3 would contribute to an increase in congestion and the demand for travel via private vehicle. It was suggested that broadening the footprint of the city will exacerbate existing congestion problems or shift problems to other areas, as noted in the following comment:

*New suburbs are an opportunity to get it right from the get-go with modern development, but they do little for the rest of the city. They will simply shift the problem north or west, clogging up the roads and transport to the south of them.*

#### Development around transport routes

6 comments

A small number of respondents suggested development should be concentrated around existing transport routes. It was noted that Wellington already has robust public transport and people should be encouraged to live in areas where it can easily be accessed. These were some of the comments:

*We are lucky to have a pretty good public transport infrastructure; let's improve it, and encourage more people to live closer to it.*

*Just don't do it. Increase density along public transport routes, especially along the new city to airport mass transit line.*

#### Other comments

4 comments

A couple of respondents stated that Wellington should work with central government to plan and protect transport corridors, so they are not excessively expensive to construct in future. They suggested seeking co-funding for land acquisition as well as funding models where growth pays for infrastructure.

The same respondents also suggested using congestion charges to offset rates. They stated that this would reduce congestion; the need for public transport subsidies, and disperse jobs and households away from congested areas.

### Community

#### Community development

16 comments

A moderate number of comments identified the need to incorporate community spaces into development. Community spaces identified by respondents included libraries, shops, parks and community hubs. Other provisions identified by a couple of respondents as being important for community development and cohesion, included the attractiveness of the development and access to public transport. One respondent commented:

*The new areas you develop have to be better than other areas you have previously designed. The focus will need to be on community and environment. High-density, tight-knit sense of community, public spaces to hang out in...*

### Residential

#### More residential choice

17 comments

A third of respondents expressed the need for affordable housing in the new development as proposed in Scenario 3. A similar number of respondents stated that there needed to be a mixture of housing options within the proposed new development. A few respondents made the point that a mixture of housing would cater to people at different stages of their lives. One respondent stated:

*we need to plan for the actual life cycles of humans within the suburbs and communities, that means all ages and living scenarios. from renters, to 1st homers, to upsizers and then downsizers and retirees along with sick and infirm. we currently don't do that and it's failing our communities*

#### **Density of new development**

**15 comments**

A third of the comments on density argued for more high-density housing in the Wellington region. The comments calling for more high-density housing and less density restrictions are general in nature and could relate to a range of areas in Wellington.

A couple of the respondents supported the provision of higher density housing in new green-field developments. A few of the comments linked the need for high density housing with the provision of public transport.

#### **Improvements to existing residential**

**5 comments**

There were a variety of responses that put forward ideas as to how existing residential areas could be improved. Ideas ranged from reconverting buildings in the city centre into residential areas and providing for open spaces and common areas; development along the mass transit corridors in specific inner suburbs; new developments built in the style and character of the wider area that they reside; and, lifting timber buildings in character areas, having several floors built beneath them in the style of the original building.

#### **Other topics**

##### **More information needed**

**6 comments**

A small number of respondents sought more information on Scenario 3. A couple sought clarification on the nature of development in the proposed new suburb, along with the environmental impacts. A couple of other respondents called for better information on the costs and economics of development. One did not understand the meaning of 'protection of character', believing it the people that contribute to the character of a neighbourhood, rather than the buildings. One believed more information should be given about the positives of Scenario 3, as it was framed as a negative proposal.

##### **Relax planning rules**

**4 comments**

A small number of respondents called for a relaxation of planning rules, believing this will allow for more intensive residential development in rural areas at a lower cost. One respondent expressed support for a comprehensive deregulation of density and character controls and limits to periphery development, stating this will "materially improve housing affordability and enable development that reflects the preferences of people, not planners".

##### **Other comments**

**12 comments**

Several respondents made a variety of comments that could not easily be grouped in a single topic. A small number stated that Scenario 3 should be done in conjunction with others or be viewed as a long-term plan following development of existing areas.

Other suggestions included: allow for more low-density development and stop treating the rural zone as open space; preserve nature by creating wildlife reserves and native forests; and for more Tangata Whenua input. Wellington Electricity Lines Limited noted there needs to be necessary planning carried out to ensure any new development is serviced with adequate electricity infrastructure.

### **COMMENTS OPPOSING SCENARIO 3**

**900 COMMENTS**

#### **City outcomes**

##### **Urban Sprawl**

**126 comments**

A large number of respondents opposed Scenario 3 because they do not want to see Wellington spread out any further than it has already. A considerable number of people mentioned an aversion to urban sprawl specifically, with little additional explanation other than they were against it.

A substantial number of respondents argued that existing suburbs should be subject to densification before new suburbs were built. Their reasons for doing so included: improving infrastructure in existing areas; increasing economic viability of struggling suburbs; increasing carbon emissions caused by longer commutes; maintaining Wellington's compact character, and reducing land available for rural/recreational activities.

Several Wellingtonians objected to urban sprawl because they did not want Wellington to become like Auckland. This comment summed up the feelings of others as follows:

*Going this way (spreading out), we'll just replicate Auckland's issues.*

Another respondent commented that Wellington would lose its character if this scenario was adopted. They said:

*Only the oldest generations still favour urban sprawl - let's keep our Wellington character strong and not turn into Auckland or Hamilton.*

### **Environmental Impacts**

**115 comments**

A large number of respondents opposed Scenario 3 because of the perceived negative environmental impacts from development in this area. Carbon emissions from longer commuting times were mentioned by a substantial number of respondents. Several expressed concern that targets for reducing carbon emissions could not be met if this Scenario. As a couple of Wellingtonians expressed succinctly:

*It completely goes against the idea of reducing carbon emissions*

*Climate change is an emergency, we must choose the lowest carbon costing option*

A substantial number of respondents also said that Scenario 3 was an inefficient use of resources and unsustainable. Most comments simply labelled the scenario as 'not environmentally sustainable', whilst a few people specifically mentioned the negative impacts on water and native flora and fauna that they thought would result from development in this area. Generation Zero discussed the environmental impacts of Scenario 3 as follows:

*There is a fresh need for afforestation, wetland and soil regeneration, and regeneration of a native bush and ecosystems to ensure Wellington has a thriving natural environment.*

The fault line that runs through Ohariu Valley was mentioned by several respondents as a reason to not develop this area further.

One respondent mentioned that the roads into the valley were vulnerable to the effects of storms, making the area unsuitable for further development.

### **Productive land impacts**

**72 comments**

A substantial number of respondents opposed Scenario 3 on the basis that they did not want to see rural land used for development.

A considerable number of people said that the area should be protected because of its natural beauty and that there should be no encroachment into the 'green belt'. They also stated that the Ohariu Valley was unique and should be protected at all costs. As one submitter said:

*Ohariu Valley is a unique rural community with so much history that should be preserved as it is. I do NOT think the amount of money needed to create infrastructure is a smart use of money and would only degrade a beautiful area that's many outside the valley come to enjoy on a regular basis. Protect Ohariu Valley at all costs*

A considerable number of respondents stated 'the Valley' should be kept as farmland for food production or forestry. They conveyed that arable land should not be given over to housing developments and future generations would 'thank us' for having an area close to the city available for food production. As one respondent said:



*Recently publicised research in the New Zealand context highlights the dangers of potentially agriculturally/horticulturally productive land near cities being swallowed up to allow for development, and this places us all at risk of food insecurity.*

Generation Zero made the following submission as to why the Valley should remain as productive land:

*The future of rural land is important and may be better suited to other landuse activities than housing... We also need to protect our productive land to growing food.*

A moderate number of Wellingtonians commented that 'the Valley' was an important area for recreation, and for this reason, they did not want to see it turned into a housing development. They talked about how its proximity to Wellington made it an ideal place to get away. Others mentioned the multiple recreational activities that were available, and that it was important for Wellingtonians' wellbeing that the area be left undeveloped. As one respondent said:

*Protect our green areas - the city needs them to balance the welfare of all wellingtonians who come to Ohariu to enjoy the peace and tranquillity and get out of the city within a few minutes - mountain biking, horse riding etc.*

A few people stressed the history of the area, conveying it was important and that no further development should take place because of this. A few others emphasised the cultural significance of the area and did not think any development should be undertaken without local iwi permission. As one respondent said:

*I urge the council to consider the cultural values of these sites. Archaeological and culturally significant sites are likely to be present in the Ohariu valley, used by Maori as a fishing site, and development is unlikely to be respectful of these under current legislation.*

#### Infrastructure

69 comments

A substantial number of respondents opposed Scenario 3 because of the perceived costs of developing new housing and infrastructure in this area. A considerable number said that infrastructure in existing suburbs should be improved upon, developed further before new housing developments were considered.

A considerable number of people also said that the topography of the Ohariu Valley was not suitable for the inclusion of new infrastructure. They also questioned whether the cost of developing new infrastructure in this area was economically viable. As one respondent said:

*Struggling to understand why this would even be suggested as a scenario when clearly the infrastructure alone would be exorbitant...there are much better scenarios that have been put forward.*

Another Wellingtonian said:

*It appears the developers know little about the terrain of Ohariu Valley. Visit the area and truly evaluate how much possibility there is for housing development. With steep hills, the area may not be as densely inhabitable as initially thought. Investing in all that new infrastructure would not be efficient, no matter how innovative the houses are.*

#### Need to increase density/intensification

50 comments

A substantial number of respondents commented that they opposed Scenario 3 and proposed city densification as an alternative. This included several people who used the phrase "build up not out". The following respondent phrased their opposition to Scenario 3 emphatically:

*I am totally in favour of intensifying and improving suburban Wellington, rather than spreading out to meet demand. I just don't agree with this plan.*

Comments were consistently in favour of developing the city over a new greenfield development. They talked about investing in areas closer to the city; rezoning to encourage higher density development; keeping the city compact, and intensifying existing suburbs.

In addition, a small number of respondents praised the dense inner city, citing this as an iconic feature of Wellington, and one that should be retained.

#### **Develop outside of Wellington**

**23 comments**

A moderate number of respondents suggested that instead of creating a new suburb in the Ohariu valley, the Council should be encouraging people to move to other areas in the region. They argued that Wellington should not spread any further out than it already had. The Council should work with neighbouring councils such as Porirua and the Hutt Valley to increase population density in their locale. The Wairarapa and Kapiti Coast were also mentioned as areas to be intensified, before development of Ohariu Valley should be considered. It was felt that these other areas would benefit from further development and if existing transport corridors were improved, there would be no need for Wellington city to encroach on rural/ greenfield land. As one respondent stated:

*I don't understand why we would choose to develop an entirely new centre rather than expanding existing which also would mean an opportunity to improve existing infrastructure for existing residents. Improve the consistency and quantity of train services to the Wairarapa. If we got high quality train service, reduced the commute time slightly, this would mean that areas in the Wairarapa would become a lot more attractive. There are still large areas of land to develop in the Wairarapa whilst maintaining rural character.*

#### **Uneconomic**

**15 comments**

Scenario 3 was opposed by a moderate number of people for the view that it is uneconomic. Respondents talked about the "enormous cost", the huge investment it would involve, and it being a "poor choice from a fiscal" perspective. The expense was viewed as not worth the proposed gains.

*The cost of developing Ohariu would be far in excess of any other proposal.*

#### **Alternative greenfields development**

**15 comments**

A moderate number of people suggested a different or alternative area to develop in their opposition to Scenario 3. These included concentrating development in the following areas: Wellington's outer suburbs (i.e., Scenario 2); "to the west; and, other greenfields generally.

A small number of people cited specific areas they deemed more suitable to develop than that proposed in Scenario 3, these were: areas north of Makara; Lincolnshire Farms; Stebbings Valley; Shelly Bay; the Grenada-Horokiwi area; and, "near Tawa".

#### **Limits to growth**

**16 comments**

A moderate number of respondents opposed Scenario 3 because they did not want the population of Wellington to grow. They wanted the Council to consider limiting the number of people living in Wellington instead.

They also wanted the city to remain within its current footprint and for growth to be capped. Most comments were single statements such as "need a plan for population stabilisation" or "zero population growth". A couple of respondents linked population growth to environmental degradation and finite resources.

#### **Soulless, satellite suburbs**

**12 comments**

Several respondents opposed Scenario 3 because they were concerned that the planned housing development would not take into consideration community development and would become a "soul less" suburb with no character. They cited existing suburbs such as Grenada North and Churton Park as being poorly planned with few public spaces where houses were "crammed in". As one person said succinctly:

*The new suburbs will have no character or "Wellington-ness"*

## Transport

### Increases travel demand and congestion

86 comments

A sizeable number of respondents opposed Scenario 3, believing it would contribute to congestion problems and an increased travel demand, specifically for single occupant private vehicles. Respondents linked sprawling development with an increased reliance on cars, leading to pressure on roads that were described as already inadequate in meeting current demand.

Respondents were sceptical that effective public transport would be implemented to meet this increased demand and stated the scenario would simply lead to more time spent commuting, having a negative impact on people and the environment. The following comments effectively summarise these ideas:

*Urban sprawl resulting in increased private car use is not good for anyone in the city or suburbs.*

*We do not need more suburbs. I have NO faith that the public transport infrastructure will be put in place. We will just have more CARS*

*The city cannot cope with an increased reliance on private transport. This would increase congestion and decrease quality of life in inner Wellington/ the central city, which even under this scenario will see a significant increase in population.*

### Transport infrastructure needs improvement

7 comments

A small number of respondents opposed Scenario 3, believing existing transport infrastructure would need significant improvements for it to be feasible. Respondents did not support development that prioritises car use and believed existing transport infrastructure is not sufficient to meet the increased demand. The following comment is one example from this topic:

*This is a terrible idea. Waste of money because we need the services infrastructure of public transit anyway. Need fewer cars on the road, not more*

### Other comments

6 comments

A small number of respondents made other comments about transport. One stated the Ohariu Valley is accessed by a narrow, unsuitable winding road. One noted residents of Tawa do not want the new development to link with their suburb. Another respondent stated farmers use rural roads for stock trucks and shifting stock, which may be problematic as more residents move to the area.

## Community

### Poor community outcomes

17 comments

Several respondents opposed Scenario 3 for the perception that it would result in an area with little community value. This was on the basis of a number of variables, including: isolation, income segregation, rural/urban conflict, lack of opportunities to commune with other residents, and, that a lack of "cultural or historical precedent" would take decades to build. The following comments are examples:

*I don't think that it works from a community, sustainability, or economical perspective to carry out this scenario.*

*This lack of space, compounded with the difficulties of being far from town, a likelihood of poor and isolated community facility provision, and vulnerability to being cut off, mean heavy costs for potential residents.*

A few respondents objected to Scenario 3 on the following basis: that it was "pulling a city apart"; it would result in no lifestyle improvements, and that it would be "not very liveable".

## Residential

### Improvements to residential

4 comments

Two quarters of the respondents discussed different types of innovative designs for new residential development. Ideas ranged from designing new buildings to be in keeping with character areas; designing "smarter" and the development of more modern and eco-friendly buildings. One respondent stated:



*any money going into more accommodation should go into far more modern and eco friendly housing solutions like flora covered low and high rises in the center city (once again the designs of Vincent Callebaut provide a brilliant reference)*

#### Residential building - Other

3 comments

A few respondents spoke about the importance of character areas in Wellington. One of the respondents believed that councillors "support building on every scrap of land" and cautioned that over-development and poor planning would lead to the loss of character. Another respondent believed that the development outlined in Scenario 3 reduced housing options for Wellington's present and future residents. They said that residents should be able to live wherever they wanted. The other respondent commented:

*[P]rotect the current heritage areas as they currently exist in the District Plan with no changes. keeping the character areas as they exist are very important.*

#### Other topics

##### General opposition

249 comments

A very large number of respondents expressed opposition to Scenario 3.

In response to the question "What are some of the things you like about this scenario (3)?" the majority of opposition was expressed simply as "nothing".

In addition, people used the following words and phrases to express their opposition: not much; it's a terrible idea; take it off the table; I disagree with it; don't do it; dump it; scrap it; none of it; nil; zero; and, very little.

Longer responses were still relatively short, as the following examples show:

*None, this is old style thinking.*  
*I would remove this scenario from the discussion.*  
*Nothing. It's a really bad idea.*  
**DO NOT LIKE THIS SCENARIO AT ALL**  
*I think this would be a terrible way forward*  
*Nothing about creating a new suburb appeals to me.*

##### Availability of housing

7 comments

A small number of respondents commented that Scenario 3 does not address certain issues. The most frequently raised issue was that the new suburb would not alleviate housing problems. This was on the basis that it would be unaffordable for a large part of the demographic; that it is unfeasible financially, and that it is not consistent with Council plans, as the following quote shows:

*Nothing - it meets none of the stated objectives of compact, connected, greener, resilient and vibrant/prosperous. Looks like it is 3x bigger than Johnsonville, but only for 11K people.*

##### Other

8 comments

Remaining comments were varied in nature, with a few remarking on planning in general; indecision about the merits of Scenario 3, and unfavourable comparisons with heavily densified areas such as China and Auckland.

A couple of respondents objected to the scenario on the basis that it would be too difficult to deliver.

## Scenario 4: Greenfield Extensions

### SCENARIO SUMMARY

#### WHAT WAS SAID...

##### Overall assessment

##### Support comments

- Those in support of this scenario identified benefits from reducing exposure to natural hazard risks by developing in a comparatively safer area. They also welcomed increased availability and affordability of residential housing.

##### Change/improvement comments

- The most commonly suggested change to this scenario was solving the environmental and congestion problems caused by the large number of private vehicles traveling to and from the central city each day. Urban design approaches, which foster community development were encouraged.

##### Opposition comments

- Around one third of the opposition comments to Scenario 4 were simple statements which did not contain explanatory arguments. When arguments were provided, they were most commonly focused on the environmental impacts associated with urban sprawl, particularly increased carbon emissions, along with the cost of development.

##### What was supported

- The most commonly discussed city outcome was that Scenario 4 will lower exposure to natural hazard risks, particularly from earthquakes, sea-level rise and flooding. Enabling infrastructure to be added to existing development, rather than starting afresh was considered an efficient approach.
- Increased provision of residential housing was supported because it was thought to increase availability and improve housing affordability. Related to this, the protection of inner city character suburbs from development pressure which risks the destruction of heritage buildings, was supported by a considerable number of respondents.
- A variety of transport actions were supported, particularly the opportunity to create concentrated transport hubs.

##### What should improve or change

- Smart transport planning was sought for Scenario 4. A common observation was that this scenario is likely to increase private vehicle use and that steps need to be taken to mitigate the negative impacts of this. There was a desire for considered public transport, which is implemented early in the development process. Avoidance of environmental impacts was a key outcome sought, with electric vehicles considered a solution.
- Environmental concerns were raised about the development of this scenario. Additional to avoiding transport impacts, an environmentally sensitive development that protects natural habitat was sought. Increasing housing density within the development was considered one way to mitigate urban sprawl. Sustainable infrastructure, completed prior to construction of homes, was also suggested.

- People wanted the development to facilitate a community, achieved by sensitive urban design which fosters positive human interactions, along with the provision of work and recreation opportunities. Several respondents were in favour of increased housing options.

#### What was opposed

- Simple and direct opposition was the most common form of opposition to this scenario. A very large number of respondents made a short direct statement, such as 'nothing' when asked what they like about this scenario.
- Urban sprawl was a key aspect within opposition arguments. The link between sprawl and the environmental impacts of private vehicles traveling each day between this development and the central city was commonly made.
- A substantial number of respondents who opposed this scenario, supported building higher and increasing density in the centre of Wellington as an alternative to the Greenfield Extensions approach.
- The costs associated with developing infrastructure was a key concern for a moderate number of respondents.

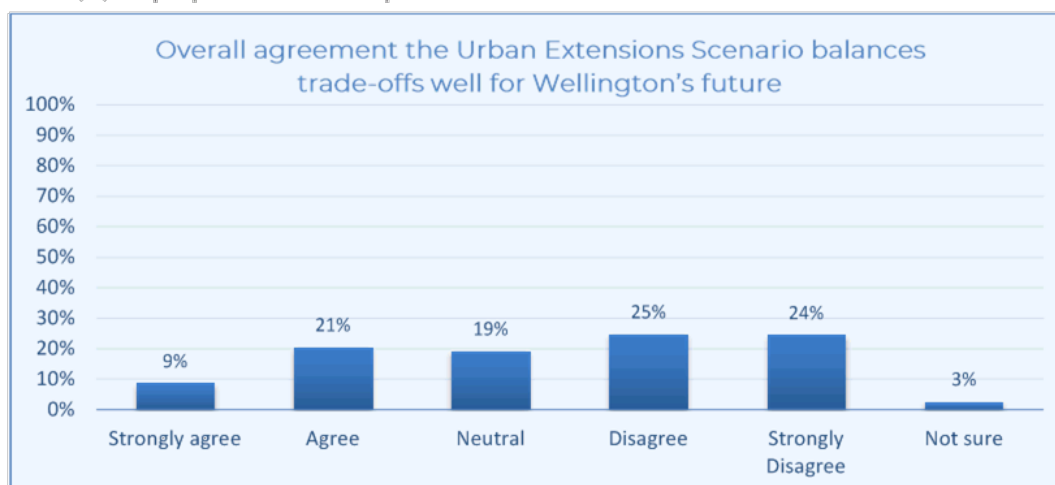
## WHAT SCENARIO 4 SURVEY RESPONDENTS SELECTED

### OVERALL AGREEMENT WITH THE BALANCE OF SCENARIO 4

The chart below presents overall agreement and disagreement with the balance of Scenario 4.

Survey respondents were asked: **Overall, do you agree the urban extensions scenario balances trade-offs well for Wellington's future?** (select one option)

In total, 1,307 people answered this question.



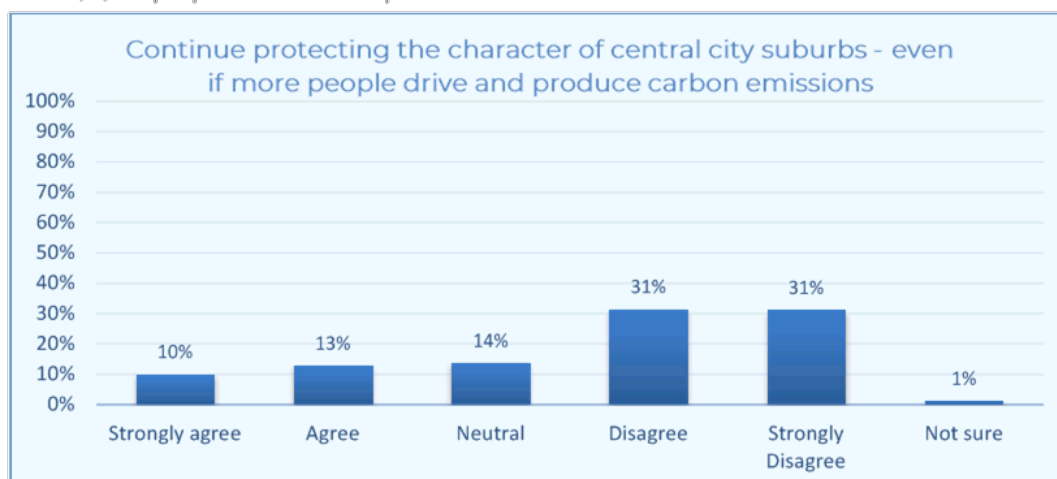
Overall, the largest proportion of respondents disagreed that the Urban Extensions Scenario balances trade-offs well for Wellington's future – 49% (642) of respondents disagreed or strongly disagreed, whereas only 29% (381) agreed or strongly agreed.



## AGREEMENT WITH CENTRAL CITY CHARACTER PROTECTION BALANCED WITH CARBON EMISSIONS

Survey respondents were asked to agree or disagree with the statement: **I support continuing to protect the character of Newtown, Mt Cook, Mt Vic, Thorndon, The Terrace, Holloway Road, Aro Valley and Berhampore even if it means more people will drive and produce carbon emissions.** (select one option)

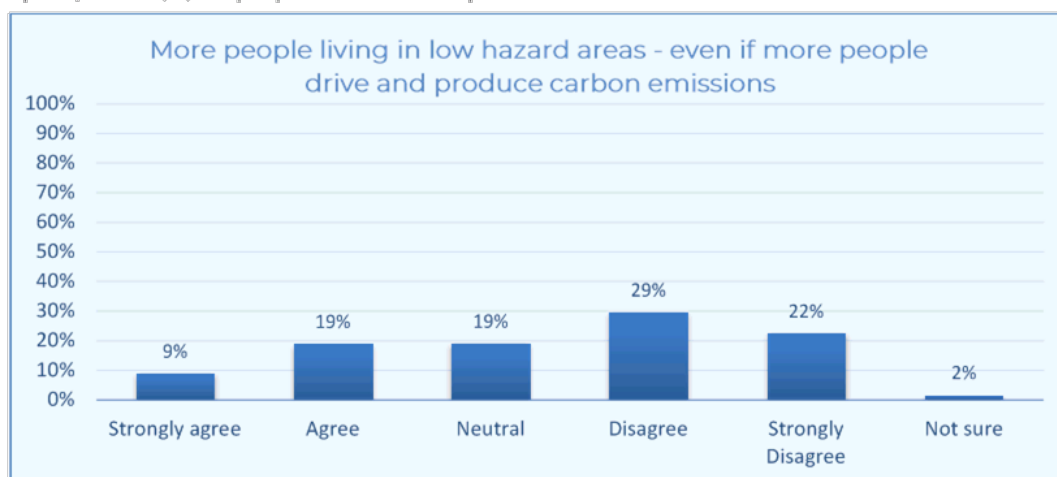
In total, 1,296 people answered this question.



The majority of respondents disagreed with continuing to protect the character of central city suburbs, even if more people drive and produce carbon emissions. In total, 63% (810) of respondents disagreed or strongly disagreed, whereas only 23% (295) agreed or strongly agreed.

## AGREEMENT WITH PEOPLE LIVING IN LOW HAZARD AREAS EVEN IF MORE PEOPLE DRIVE AND PRODUCE CARBON EMISSIONS

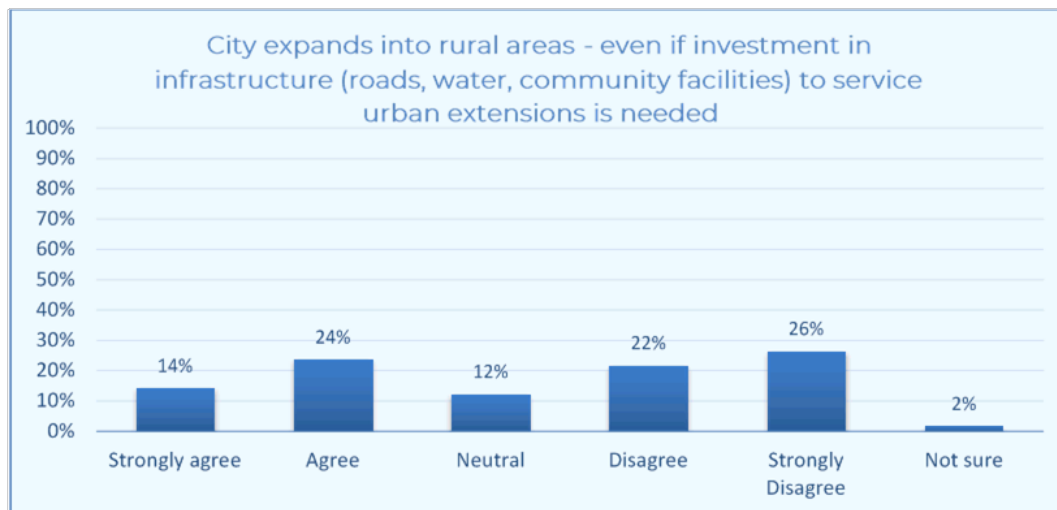
Survey respondents were asked to agree or disagree with the statement: **I support more people living in low hazard areas even if it means more people will drive and produce carbon emissions.** (select one option). In total, 1,307 people answered this question.



The majority of respondents disagreed with more people living in low hazard areas, even if more people drive and produce carbon emissions. In total, 52% (677) of respondents disagreed or strongly disagreed, whereas only 28% (362) agreed or strongly agreed.

## AGREEMENT THAT THE CITY EXPANDS INTO RURAL AREAS EVEN IF INVESTMENT IN INFRASTRUCTURE (ROADS, WATER, COMMUNITY FACILITIES) TO SERVICE URBAN EXTENSIONS IS NEEDED

Survey respondents were asked to agree or disagree with the statement: **I support expanding the city into rural areas even if it means investing in infrastructure (roads, water, community facilities) to service urban extensions.** (select one option). In total, 1,313 people answered this question.



Those who disagreed that the city expanding into rural areas, even if investment in infrastructure (roads, water, community facilities) to service urban extensions is needed were the largest proportion of respondents. In total, 48% (632) of respondents disagreed or strongly disagreed, whereas only 38% (498) agreed or strongly agreed.

## SURVEY RESPONDENTS' COMMENTS ON SCENARIO 4

### COMMENTS SUPPORTING SCENARIO 4

**587 COMMENTS**

#### City outcomes

##### Reduced risk of natural hazards

**63 comments**

A substantial number of respondents supported Scenario 4 because of its perceived lower exposure to natural hazard risks, although the majority didn't specifically define hazard types. The following comments were typical of many:

*Less hazardous areas to be developed.*

*Mixed benefit for some dwellers wanting to live away from higher risk event sites.*

*Less risk to life in event of natural disaster.*

Those who did identify a hazard, most commonly named earthquakes, liquefaction, sea level rise, and flooding. There was broad support for greenfield extensions being more resilient than other development options. One respondent raised the idea of moving Wellington further west to escape the threat of hazards.

##### Infrastructure development

**55 comments**

A substantial number of comments made on infrastructure development were divided. The majority supported the rationale of a new development because required infrastructure was partially in place

already. This was perceived to minimise cost of expansion, and simply be a less complicated development. This is how some respondents expressed these ideas:

*Extending existing green fields developments make sense where the current infrastructure can manage it or the infrastructure can be readily upgraded.*

*It'll make the most of existing infrastructure (e.g. State Highway)*

The rest of infrastructure comments in support of Scenario 4, felt it would improve infrastructure provision in areas outside central Wellington. These respondents valued supporting, refreshing, or upgrading existing suburban infrastructure. This was one of those comments:

*Creating a bigger urban area and having better facilities and amenities as a big urban area*

The issue of how to fund infrastructure was raised by a few respondents. Suggestions included targeted rates so that "infrastructure would pay for itself", and approval of a new "rates base" to support new infrastructure.

Whatever way infrastructure is funded, respondents consistently supported high-quality or much improved infrastructure.

#### **Favourable location**

**40 comments**

A considerable number of respondents who were positive toward the location, made general affirmative comments. The comments also implied that greenfields development is logical. Specific points made regarding extending existing greenfield areas included: less wasteful; good because of the space available; and good because it would make use of otherwise underutilised land.

Additionally, the concept of expansion in itself was supported by a few, as the following comment shows:

*Good option to expand to greenfield.*

A small number of respondents specifically cited proximity as a reason to support Scenario 4. These respondents were in favour of development taking place relatively close to the city:

*These areas are still relatively close to Wellington so would not require massive building of roads*

#### **Buils on existing suburb**

**45 comments**

A considerable number of comments included support for Scenario 4 on the basis that it extended existing suburbs, as opposed to expansion into undeveloped land.

These comments conveyed ideas that this type of development "makes sense". One respondent supported this scenario, deeming it "more iterative". Another respondent stated, "it's just an extension", inferring that disruption would be minimal. The following comment addressed existing infrastructure and associated benefits:

*don't create new infrastructure needs - upgrade the systems and neighbourhoods that are already there*

A small number of respondents encouraged greenfield extension for its contribution to Wellington as a city or revitalisation of outer suburbs. One respondent supported the scenario because it:

*Supports higher density residential development in the existing low density middle and outer suburbs of Wellington city.*

#### **Housing availability and affordability**

**30 comments**

Several respondents outlined that Scenario 4 would increase Wellington's housing availability, while a similar number stated that this scenario will increase house affordability.

The majority of comments simply stated the scenario would provide better opportunities for housing availability or affordability. A small number of people stated that extending development into existing greenfield areas will give residents more choice in the area in which they would want to live and gives people the opportunity to buy in low density, flat areas; with bigger homes and back yards. One respondent commented:



*Opportunity for more affordable housing (own or rent). Access to Rent or own houses that are more modern with better insulation with flatter sections.*

#### **Balanced development**

**27 comments**

Several respondents supported Scenario 4 for its provision of mixed-use development; mixing urban/rural/commercial/residential; and/or a good mix of development both generally and in terms of housing. The following comment captures the overall sentiment:

*This scenario provides for a mixture of living that residents can choose from.*

Several respondents who spoke about Scenario 4 providing “balanced” development, offered reasons why this was the case, including: less destruction; the spreading of development; a mixture of living; and, bringing life to outer areas. In addition, a few respondents simply stated that this scenario was balanced, or a “good balance”.

#### **Outwards growth**

**24 comments**

A moderate number of respondents addressed the topic of outward growth. Of these, several supported development and growth at “the edges of the city”. A small number of respondents stated that they liked the idea of development in these areas as it would be utilising unused space. A similar number of respondents believed that such development reduces the density in the inner city and allows the CBD to remain in a “happy state”.

A couple of respondents stated that the areas proposed for development in Scenario 4, increases housing choice. The following quote outlines the overall sentiment of the comments on outward growth:

*we need to use some of our unused land and stop cramming people in too tightly. give people the option to move further out of town if they wish like an in between crowding and rural.*

#### **Specific places**

**23 comments**

A moderate number of respondents made comparisons with other places in their comments. Ōwhiro Bay was noted most frequently, with the area considered ideal for development for the following reasons: it is close to Wellington, it is run down, it already has a school (and infrastructure), and, it is preferable to development in other areas. This was one comment:

*Ōwhiro Bay should be further developed, proposed developments not too far from job centres*

In a small number of cases, place names were noted to describe areas deemed appropriate for development, including the following:

*New suburb in between three 'citys' - Wellington, Lower Hutt and Porirua.*

*Horokiwi area, Takapu Valley seems like a good investment despite ruining the rural character*

*Takapu Valley gives the best opportunity for good planning from the ground up.*

*The infill of the area proposed between Tawa and green side is the only area I would look at currently*

#### **Natural environment**

**19 comments**

A third of the comments which discussed the natural environment stated that Scenario 4 was preferable to Scenario 3 as it has relatively less impact on the rural environment and Wellington hills. A few people stated that this scenario should reduce the impact on the centre city's green belt and green space. A similar number of respondents believed that this scenario presents an opportunity to create sustainable suburbs. One respondent commented:

*This scenario presents positive opportunities for creation of community centres that respond to carbon zero targets and creation of sustainable urban/suburban futures.*

#### **Development needed or inevitable**

**16 comments**

A small number of respondents stated that there was a need for expansion due to Wellington's projected growth. A similar number of comments outlined that the development outlined in Scenario 4 was a future

reality or inevitable. Like the comments on expansion, respondents believed that development in such areas was necessary to combat growth and to reduce the amount of development which results in people living in high risk areas. The following quote typifies these statements:

*Shifts focus to accommodate future realities. The development that is inevitable to manage the increased population should be in made in low risk areas*

#### **Economic or commercial considerations**

**16 comments**

Comments in support of Scenario 4 with regard to economic considerations said that it will reduce costs when compared to Scenario 3. In a small number of cases, respondents simply stated that the cost of infrastructure, development, or investment would be less. The following comment was typical:

*Existing urban infrastructure can be extended with less cost to ratepayers.*

A couple of respondents approached economics in terms of the commercial opportunities an extension to the greenfield could offer. Lastly, a few reported that housing, and small businesses in a greenfield extension would be "more productive for the country's economy".

#### **Quality modern suburban design**

**15 comments**

A moderate number of respondents supported Scenario 4 for the opportunity to provide a high-quality, new suburb. This included innovative design aspects, in a few cases related to sustainability and efficiency. Respondents commonly referenced the concepts of new, modern, and innovation.

#### **Sustainability**

**9 comments**

A small number of respondents outlined the opportunity in Scenario 4 to focus on planning and development of sustainable residential developments, identifying a range of measures that could constitute more sustainable development and outcomes. These included: people working from home, electric car use, shared cars, public transport infrastructure and hubs, retaining green spaces, development of active transport, rainwater harvesting and provisions for renewable energy. One respondent commented:

*this will allow for properly planned areas that can feature public transport hubs, electric car charging stations, new schooling and essential services as well as retaining green areas. Roading and cycleways can be built to standard at the same time and create a blueprint for other suburbs to follow in the future.*

#### **Public spaces**

**4 comments**

The small number of comments on public spaces stated a desire for the provision of public parks. Three of these highlighted the ability for public spaces to be planned for and implemented in the development of new areas.

#### **Other comments**

**8 comments**

Other comments were varied, and described support for Scenario 4 on the following bases: it "preserves" options; is "less intense"; offers improvements for current residents; and, simply that it is better.

### **Transport**

#### **Existing transport linkages**

**22 comments**

A moderate number of respondents supported Scenario 4, believing it sensibly concentrate development in locations with established transport links and hubs. These respondents supported developing locations such as Takapu Valley and Horokiwi as they are closer to the central city and will therefore cost less to provide the necessary transport infrastructure and services. The general sentiment of these comments was it makes sense to develop in areas with existing transport infrastructure and networks, rather than starting from scratch. The following quotes reflect these ideas:

*We like that Owairo Bay and Horokiwi have been considered. This land is closest to the city for transport*

*Like that it's on the train network so would be fairly easy to get into the city. This option would not clog up the infrastructure of the ever neglected Eastern suburbs so that's a positive*

*These areas are close to existing public transport spines.*

*Access to transportation hubs is easier,*

#### **Public transport**

**13 comments**

Several respondents commented on public transport, seeking new development that is serviced by a robust public transport network, therefore reducing car use. This was often stated in simple terms, with comments such as "improve public transport", "better public transport", and "more investment in public transport".

#### **Sustainable transport**

**15 comments**

A moderate number of respondents discussed sustainable transport solutions in their support of Scenario 4. These respondents were in favour of extended greenfield development provided it prioritises sustainable transport options such as walking, cycling and public transport and reduces emissions.

A small number noted the uptake and use of electric vehicles would contribute to offsetting carbon emissions and infrastructure should be provided to support these vehicles.

#### **Other transport comments**

**14 comments**

Several respondents made a range of other comments on transport in Scenario 4. A small number implied this scenario would generally improve transport in the city. People stated the scenario would alleviate congestion in certain parts such as Newtown and allow for the future planning of streets and highways. A couple of respondents suggested development in these outer areas would create the necessary demand for an improved public transport service, which was argued would be critical to avoid having to drive everywhere. These were some other comments:

*More parking*

*Transport is essential but so is providing a reason for coming to the new outer edge suburbs.*

*Hopefully this one would also become more self-dependant so that you wont have an increase in carbon emissions etc.*

*Not all suburban people drive / create excessive carbon emissions. This questions seem loaded in this area!*

### **Community**

#### **Family or traditional lifestyle**

**23 comments**

Scenario 4 was supported by a moderate number of respondents for its provision of land and space, usually for the benefit of families. Families were spoken of as desiring space around their home, and in a few cases, this was phrased as a or the "New Zealand way of life", one that deserves protection. In addition, the backyard as a place to grow produce was noted in one comment, see below:

*Better living conditions for families with children and senior members of communities...Allows families to grow some produce at home*

*Increase in housing that NZers typically like to live in*

#### **Community development**

**17 comments**

A moderate number of respondents supported Scenario 4 for its perceived community benefits. Scenario 4 was claimed by these respondents to enable communities to develop a "good way of life". The space, facilities, commercial enterprises, community centres that were predicted to emerge from this development were praised by these respondents. This was one comment:

*The entire city would be more inclusive because attention would be paid to outer areas.*

*Infrastructure would encourage neighborhood activities for the expanding population.*



A few respondents noted the importance to them that development caters to the needs of communities – they want communities to be facilitated rather than hindered by development.

### Residential housing

#### Inner city character protected

56 comments

A considerable number of respondents supported protecting Wellington's inner city suburban character in their comments about Scenario 4. The greatest focus was on Wellington's heritage suburbs. The majority of the comments made general statements about the need to protect heritage, without going into detail. A small number stated that Scenario 4 will reduce development in the already dense character areas. One respondent commented:

*The fact that there will be low impact in the city centre and suburbs around. And we will keep Wellington character as we know it. I like the idea that we keep the people per kilometre square relatively the same (especially in the suburbs).*

#### Density

8 comments

Of the comments on minimal change to the central city and suburbs, density was the most commonly discussed topic. A few respondents noted that Scenario 4 will reduce the amount of density experienced in the city and suburbs. A couple of respondents supported the protection of the inner city and suburbs from development under this scenario.

### Other topics

#### General support

19 comments

A moderate number of respondents gave a variety of different reasons why they supported Scenario 4 in general terms, including: it would decrease pressure in the meantime; offers a "future-proof" solution; offers more options; and, that it would be easier to implement than other scenarios. One respondent stated:

*We need to expand out our city and have little ovals of industry, much like Auckland. It will bring more business to the area and therefore more jobs. There will be more options for people and less pressure on our inner city centres*

A small number of respondents stated that what they liked about Scenario 4 was that it was preferable to Scenario 3.

#### Other comments

6 comments

Remaining responses were wide ranging and included: querying how hazard prone Ōwhiro Bay is; a plea to avoid replicating a "Milton-Keynes" style development; and one that supported growth across the board, as the comment below illustrates:

*we need to make room and support growth. It's a yes to all the scenarios - growth in the city, growth in the suburbs and new suburban centres.*

## COMMENTS SUGGESTING IMPROVEMENT/CHANGE TO SCENARIO 4

599 COMMENTS

### City outcomes

#### Environmental impacts

53 comments

A substantial number of respondents commented on the environmental impacts of Scenario 4 with nearly all respondents wanting better environmental outcomes if this scenario was to go ahead. Several people commented that they want to see plans for how the Council will deal with the carbon emissions from the increase in commutes to and from these expanded suburbs and would like good public transport infrastructure to be put in place as part of the expansion plans. The Greater Wellington Regional Council made this comment on the environmental effects of this scenario:

*If greenfield areas identified in the present growth strategy are developed, GW strongly supports the use of structure planning techniques to work to minimise adverse impacts on the environment and provide for good urban design, transport choices, and provision of three water infrastructure. Structure planning should identify the areas such as significant ecological sites to be protected from subdivision as well as aquatic habitats such as stream corridors. High quality structural planning and urban design will allow multiple benefits to be realised across the four wellbeings.*

Several other respondents commented that they would like to see green space protected/enhanced and for the development to be ecologically sensitive and sound. They did not want to see natural habitat entirely replaced with housing.

A few respondents commented that they preferred this scenario to Scenario 3 because it did not interfere with Ohariu Valley.

### **Density**

**34 comments**

A considerable number of respondents commented that they would like to see Scenario 4 include a higher degree of density in order to curb urban sprawl as much as possible. They suggested medium density housing as a minimum requirement, although several respondents added the caveat that green space should also be included in any increase in density. A few respondents emphasised that the city should build up not out. They did not oppose this scenario, they simply wanted it to include high-rise buildings as well. As one respondent suggested:

*I support the expansion of housing into other areas if it is done thoughtfully. Contain the damage by containing the size of these communities. Not lifestyle blocks, but compact areas with appropriate amenities including public transport. Make them attractive places, emphasizing quiet environments for people who don't like crowds, family-friendly circumstances, etc*

Several respondents also wanted to see density increase in the inner suburbs before the development in Scenario 4 went ahead. A few respondents wanted to see a staged intensification of Scenario 4.

### **Infrastructure**

**26 comments**

A moderate number of respondents would like to see infrastructure concerns addressed before any further development of Scenario 4. The following comment was typical of the suggestions that respondents made about infrastructure in this scenario:

*If you could invest so that the amenities were in place and the traffic would be dealt with BEFORE any if these scenarios were started that would be wonderful!! I feel that each time the council does something that they do it and THEN deal with the fallout!!*

A few people commented that they wanted the development of any new infrastructure in this scenario to be self-sufficient and resilient. A couple of respondents mentioned using 'green' technology to reduce costs associated with infrastructure.

### **Consolidated suburban centre**

**26 comments**

A considerable number of respondents commented that they would like to see development in Scenario 4 to be mixed-use so that people could live and work in the same area. They suggested that it was important to create community hubs that reduce the need for people to commute into the city and also enable the outer suburbs to be self-sufficient and resilient. As one Wellingtonian suggested:

*Why not bring amenities etc to existing suburbs. Give people a reason not to leave their suburb to work/play/etc, make it nice to live there and accessible to shop/work/etc in suburbs. Hours of commuting away from your suburb to work in the central city is bad for the planet and for people.*

### **Impacts of sprawl**

**22 comments**

A moderate number of respondents commented on urban sprawl in their suggestions for improvements to Scenario 4. They were generally not in favour of urban sprawl but preferred this scenario over Scenario

3 and thought that if development could be sensitive to the surrounding environment then it was okay. As one respondent said:

*Confine the areas and drip feed through plan changes as the demand requires, and ensure they are current suburban fringe areas rather than a new area like Ohariu*

#### Natural hazards

21 comments

A moderate number of respondents were concerned about natural hazards in Scenario 4. They recognised that one of the benefits of Scenario 4 was that it reduced the impacts of natural hazards in the inner city, but also pointed out that the outer suburbs and Greenfields also were at risk from natural hazards. They therefore suggested that any development in Scenario 4 needed to take into consideration localised natural hazard risk and avoid or mitigate potential effects. As one respondent said:

*Owhiro Bay could be an urban extension, but only if development allows for high buildings, public transport, and avoids the coast and other high hazard risk areas exposed to sea level rise and major earthquakes.*

The Greater Wellington Regional Council are concerned about flood mitigation and would like to see the following to be considered:

*FLOOD MITIGATION: Existing earth-filled flood mitigation dam at Westchester was built to cope with projected water volumes but its ability to sustain combined weather and seismic events must be questioned. Damage from a combined event could be catastrophic for Porirua City and there seems to be only token plans for dredging recent build-up at Kenepuru Stream outlet into Porirua Harbour. This is clearly a matter for GWRC.*

#### Sustainability

20 comments

A moderate number of respondents commented that any development under Scenario 4 should be sustainable and incorporate the latest technology and ideas into its design.

The following comments summed up the aspirations of the others who wanted changes to this scenario:

*Consider any and all ways possible to reduce environmental impact of development / construction, and cost efficiencies for new infrastructure*

*Make it clearer that even though it might take some time, extending these suburbs should be done in a way that sustainable and accessible public transport options are developed right from the time of development and urban planning rather than trying to insert these mid-point*

#### Specific locations

18 comments

Several respondents commented in Scenario 4 they were ok with the proposal as long as Owhiro Bay was removed from the scenario. Reasons for excluding Owhiro Bay included: its natural beauty; concerns about sea rise, its proximity to an existing landfill and simply stating 'not in Owhiro Bay'.

A few respondents mentioned that intensification should be concentrated around Tawa, Horokiwi, Johnsonville and Porirua. One respondent suggested the northern suburbs because of their lower natural hazard risk. They suggested:

*Building more apartments and high rise in Johnsonville, Ohariu, Tawa and Porirua. More room for growth in there and safer in earthquake event.*

#### Development rules and regulations

11 comments

Several respondents commented under Scenario 4 that they would like to see strong development rules and regulations put in place by the Council to ensure that developers were not able to take short cuts and that all development was done for the benefit of Wellingtonians not the developers' bank balance. As one respondent commented:

*This is going to be required regardless. Better to plan for it and expand in a structured way than let property developers buy up the land and expand at great cost to the average Wellingtonian.*



**Existing greenfield developments**
**10 comments**

Several respondents commented in Scenario 4 that development in the outer suburbs should be confined to existing greenfield developments and not include the creation of new ones. As one respondent said:

*These areas seem logical extension for limited greenfield development - i would also suggest some areas behind Churton park. I would not like to see extensive greenfield development and that we as a city maintain our urban containment of 75/25% infill/greenfield development split*

**Transport**
**A range of transport options sought**
**82 comments**

A sizeable number of respondents suggested that providing a broad range of transport options will improve Scenario 4. A considerable number of these comments related to public transport in general. Respondents typically referred to public transport in simple terms, stating Scenario 4 needs “good public transport”, “a stronger focus on public transport” and “prioritised public transport”. Those who went into greater detail stated extended suburbs should have access and infrastructure for a broad variety of transport options including connections for walking, cycling, buses, and heavy and light rail. The following comments reflect many received under this topic.

*Emphasis on connectivity via public transport to other suburbs as well as the CBD*

*Buses! Really if you build it without public transport it's short sighted*

*Light or heavy rail transport connections of these new towns. Town development plans with no car access at all.*

*Include development of cycleways to major transport hubs, and into the CBD - many people will travel longer distances by bike if the danger is reduced, especially with the increasing accessibility of e-bikes. Include provision for efficient public transport eg rapid bus travel using bus lanes*

Scenario 4 was also criticised for leading to an inherent increase in car use. Respondents argued this issue may be alleviated by smarter urban design and providing a wide variety of transport options. A considerable number of respondents supported eliminating cars. They noted that Wellington's congestion is already a problem and additional development must be planned to reduce private vehicle use. The following comments discuss these ideas:

*The increase in outer city residents would mean that it is likely that there would be more vehicles on the road, so if this were to go ahead I would want it to be structured around existing public transport options to attempt to reduce this use of private cars.*

*Please please please, think about your urban design. Look at best practice internationally. Just because we go out DOES NOT mean we have to be driving cars. Get the right level of public transport & proper shared road space & we'd cycle / walk more. I did when living in San Fran & Edinburgh & even cycled to work in Nairobi!!! Wgtn you can do it you just need to not be afraid to do things a little differently*

**Sustainable transport**
**63 comments**

A substantial number of respondents sought changes or improvements for sustainable transport in Scenario 4. These comments echoed those discussed above and called for discouraging the use of private motor vehicles and prioritising alternate forms of transport such as walking, cycling, buses and rail. These respondents, however, specifically cited environmental reasons, stating a focus on alternative modes would lead to a general reduction in emissions and help alleviate some of the environmental impacts of sprawling development. The following comments reflected this general sentiment:

*Emphasis on transport to reduce the impact of a raise in carbon emissions. Focus on environmental impact.*

*Prioritisation of environmental impact including clean transport i.e bus, cycle lanes, walking, trams would need to be a key priority.*

*This sacrifice of non-car transport is completely fictional and delirious. Anyone who thinks the current car volume and any increase is sustainable should not have any decision making power.*

*The solution of affordable public transport (smaller but more busses on regular runs) cycle infrastructure and decent unobstructed footpaths is very simple, cheap, and provides a solution for now and the future.*

The uptake of electric vehicles was regarded by a moderate number of respondents as important for offsetting carbon emissions. A small number went as far as saying this would negate the issue of increased emissions associated with Scenario 4. There was general agreement that electric vehicles should be encouraged through the provision of infrastructure, charging stations and rates incentives. The following quote is an example of these comments:

*It is assumed that this option would promote use of petrol cars. I don't support options that promote increased use of petrol cars. However electric cars are not so bad and public transport could be extended into the newly populated areas. Taking action to stop climate change is a top priority for me.*

#### **Transport infrastructure improvements necessary**

**46 comments**

A considerable number of respondents indicated that for Scenario 4 to be feasible, significant investment and improvements are needed to existing transport infrastructure. Again, around half of these respondents called for investment in public transport infrastructure, conveying similar sentiments to those already discussed regarding a reduced reliance on private vehicles. A comment from one respondent describes greenfield development as reliant on effective public transport:

*We should be investing more into the public transport section of wellington, will lead to extensions of the suburbs being possible*

Remaining comments called for general investment in transport infrastructure, including improvements to roading. There was agreement that investment in such infrastructure is necessary to improve connections to outer Wellington areas. Several respondents referred to specific locations or projects they believed necessary. Suggestions included: fixing State Highway links to the city; ensuring adequate roads connect the new developments; increasing KPL (Kapiti Line) capacity; strong bus links in Porirua; increasing access roads from Stebbings Valley to Tawa to cope with traffic going directly north to Linden, Kenepuru and Porirua; and linking into transport systems going north.

#### **Pre-planned transport network**

**33 comments**

A considerable number of respondents called for smart and proactive planning to ensure an effective transport network is developed under Scenario 4. The majority of these respondents continued to support prioritisation of transport modes that discourage the use of cars. It was noted, however, that transport must be considered and planned from the outset and focus on intensifying development around existing public transport hubs, networks and infrastructure. The following comments convey this sentiment:

*Connect suburb extensions to existing public transport networks*

*Needs lots of planning for public transport*

*If you could invest so that the amenities were in place and the traffic would be dealt with BEFORE any if these scenarios were started that would be wonderful!! I feel that each time the council does something that they do it and THEN deal with the fallout!!*

#### **Increasing travel demand and congestion**

**19 comments**

A moderate number of respondents specifically outlined concerns about travel demand and congestion issues associated with Scenario 4. These respondents reiterated the need for investment in public

transport to avoid significant future traffic issues. The following comment outlines one respondent's approach to reducing traffic congestion:

*Wide transport corridors to cater for growth, provide optionality for alternative modes of transport (eg bus lanes, walking, cycling), with parallel routes to spread transport loads and provide resilience. Car parks on arterial public corridors that worsen network congestion need erasing if the overall city is to grow and provide economic opportunities to people at large. Advocate to central government for decision processes conducive to that outcome.*

#### Other transport comments

23 comments

A moderate number of respondents made a range of other comments related to transport that were difficult to group into individual topics. Some suggestions included: investigating other greenfield areas with access to transport such as Churton Park, Grenada North, Glenside and Horokiwi; improve the bus service; make public transport cheaper; remove parking requirements in inner residential developments; work with central government to plan and protect transport corridors; and use congestion charging to offset rates.

### Community

#### Human-centric communities and development

26 comments

A moderate number of respondents expressed the need for community focused development. Several comments focused on the need to develop community facilities and spaces, the majority in favour of the development of community centres/hubs and associated public transport infrastructure.

A similar number of comments linked the development of community spaces with the development of a 'community' and positive community outcomes. Respondents want new developments to be attractive places to live. The comments identified community infrastructure such as, libraries, shops and parks. As one respondent commented:

*A lot of thought needs to go into creating communities not just houses. Places for people to meet and talk, shared activities, local shops, etc*

A couple of comments supported the development of infrastructure that allowed people to work from home. There was a desire for sufficient nearby community facilities so that residents don't need to leave their suburb for work or recreation.

One respondent cautioned developing in the area outlined in Scenario 4, believing that the lack of sunshine could impact residents' health. As a result, they suggested that the planning for Scenario 4 would need to be thoughtfully implemented.

#### Community issues

4 comments

A small number of negative community outcomes were perceived to be a result of Scenario 4, if it were implemented. These were: an increase in crime (with no further explanation given); reduced access to community facilities; loss of rural community which already exists in the area proposed for development; and, concerns about the lack of availability of employment for residents in a new development.

### Residential housing

#### Character

18 comments

A moderate number of respondents commented that the character of residential housing is an aspect they would improve or change about Scenario 4. Comments were split between the majority, who were in favour of retaining character, and those against. Two thirds supported retaining character, citing its importance to Wellington generally, and the third who did not support retaining character areas deemed modernity and development the priority when addressing growth.

*I am always wary of wholesale development subdivisions. Although planning is important for future growth it should at least 'look' like it's organic growth and not cookie cutter development.*



There was concern from a couple of respondents that new suburbs would “have no Wellington character”.

#### More residential choice

10 comments

Several respondents agreed that any new suburb should contain a variety of housing options. The common thread amongst these comments was that a range of family and living styles catered need to be catered for. Respondents called for: choice, variety, options, and a range of densities in their comments.

#### Encourage high-rise development

4 comments

A small number of respondents preferred higher density housing as the first option.

*Again the chance to show how good high density development can work although it's less likely in this scenario due to it being an extension of an existing suburb.*

#### Improvements to existing residential

3 comments

Similarly, a few respondents wanted to see existing housing stock improved as well as, or before, other development.

#### Other topics

##### General

17 comments

Comments offered in response to the question “What would you improve or change about this scenario (4)?” in a moderate number of cases garnered disparate responses. Comments included the following options for improvement: limit immigration to NZ; find a good funding model; protect te ao Māori values in development; requests for more detail; a statement that smart growth is needed; and, commentary on climate change resulting in “everywhere” becoming “a risk area by 2050”.

##### Other comments

10 comments

A small number of respondents either emphasised that Scenario 4 should be implemented as soon as possible or stressed that this scenario is the best suited to accommodate growth.

A couple of people noted that they would change “everything” about this scenario, a couple more stated support for amalgamating different aspects of other scenarios (i.e., combining Scenario 4 bar Owiro Bay, and Scenario 2).

## COMMENTS OPPOSING SCENARIO 4

412 COMMENTS

#### City outcomes

##### Environmental concerns

57 comments

A considerable number of respondents opposed Scenario 4 because of increased carbon emissions from commuting to and from the central city. People did not see how commitments to reducing carbon emissions could be achieved if housing development occurs in areas without effective and efficient public transport. The following comments are typical of those made in opposition to Scenario 4:

*Are you serious: more roads, more private car trips? Way to keep our heads in the sand.*

*We need less cars on the road, more exercise, investment in city parks and central city green spaces. This is 100% down the wrong track*

*With everything we know about Climate Change etc, I think it would be irresponsible to encourage large green fields developments*

Other environmental concerns raised in opposition to Scenario 4 included: contaminants into the Horokiwi stream and other waterways; loss of greenspace such as Belmont Regional Park; habitat loss; sea level rise in Owiro Bay, and loss of biodiversity. Several respondents simply mentioned adverse environmental outcomes without defining what the environmental concerns were. A few people mentioned that even though it protected character in the inner suburbs they were not prepared to accept the trade-off in detrimental environmental outcomes for Scenario 4. As one person said:

*That it means character suburbs remain protected, but am not really willing to accept the trade offs, especially environmentally*

Another person questioned the benefits of low hazard versus environmental consequences. They said:

*The only benefit of the low hazard aspect is vastly outweighed by the environmental and congestion costs of this scenario.*

#### **Opposed to urban sprawl**

**55 comments**

A substantial number of respondents were opposed to Scenario 4 because of concerns about urban sprawl. In several cases people simply stated "against urban sprawl" or "no greenfields development". Several people also commented that this scenario would only cement Wellingtonians' dependence on cars and increase traffic congestion. A few were opposed to urban sprawl because it relies on new infrastructure being developed. A small number of respondents wanted rural areas to be protected and not given over to urban sprawl. Comments opposing this scenario on the basis of urban sprawl included:

*Don't do it. Climate change is upon us - we can't just keep expanding suburbs based on driving into valuable urban land. Please don't do this. I plan to live in this city for another 50 or 60 year*

*not sure I like this scenario much - once larger acreage is carved up - it is gone for good*

*Building out and not up is just going to add more infrastructural problems for Wellington further down the line. And if I wanted to deal with those, I'd move to Auckland*

#### **Inner city intensification**

**53 comments**

A substantial number of respondents were opposed to Scenario 4 because they thought densification should occur in the inner suburbs first; the phrase "build up not out" was frequently used in comments. The following comments are representative of many:

*Focus on dense a centre and excellent public transport among all the inner suburbs.*

*Better to invest within existing centres, than to creep outwards.*

Reasons for concentrating on inner city development first included: revitalising areas in the inner city which were currently neglected; investing in existing centres was cheaper than developing infrastructure in the outer suburbs; existing poor housing stock in the inner suburbs should be replaced first and there are other outer suburbs that could be intensified easier than those mentioned in Scenario 4.

A few of the comments made to support inner city intensification included:

*I don't support extending housing into Takapu Valley, Upper Stebbings Valley etc when areas such as Newtown, Mount Cook and other Eastern Suburbs need renewal*

*Why on earth would you develop somewhere that is currently not developed while most of our suburbs have so much awesome potential that is not being utilised.*

#### **Infrastructure concerns**

**13 comments**

Several respondents were opposed to Scenario 4 because of the impact/costs of infrastructure in this scenario. A few people stated that they thought an expansion in infrastructure would stretch Council's ability in the future. As one person commented:

*I am also concerned that developing outer suburbs further would stretch council infrastructure past the point at which it can be adequately maintained, as wastewater maintenance is a large WCC expense even at current development levels, and city wastewater pipes urgently needs upgrades.*

A few people also thought that the cost of new or upgrading infrastructure in Scenario 4 would be too expensive or not possible because of topography constraints.

#### **Economic considerations**

**10 comments**

A small number of respondents were opposed to Scenario 4 because the economic cost of the proposed development was too high. A few comments addressed the role of developers, one expressing scepticism

that they wouldn't want to develop hilly land, and another felt developers who are "only after big dollars" should be discouraged.

A couple of people were concerned with the economic impact on commercial operations in the city centre, stating that greenfield development would draw expenditure outwards.

#### **Limiting growth**

**6 comments**

A small number of respondents were opposed to Scenario 4 because they did not think that the population should be allowed to increase in the Wellington area at all. They questioned the need for growth and did not want to see the city grow any larger.

#### **Other city outcomes**

**8 comments**

Comments that mentioned by individual respondents who opposed Scenario 4 included: the areas mentioned is shady and damp; the needs of artists need to be considered in this development; only those who can afford to build on a hill will be able live there; the character of the areas in Scenario 4 will be adversely affected; and, the improvement of roading in the area was supported, as opposed to housing development.

### **Transport**

#### **Increased travel demand, car use and congestion**

**27 comments**

Over three quarters of comments discussed under this heading were from those who opposed Scenario 4 for the increase the number of cars on the road it was thought to result in. A small number of respondents highlighted the issue of increased carbon emissions as a result of an increase in the use of cars in this scenario. As one respondent commented:

*I disagree strongly about the creation and development of satellite suburbs. It increases traffic and carbon emissions, and reduces the amount that can be spent on already existing areas*

#### **Improvements in transport Infrastructure**

**6 comments**

A couple of respondents expressed their concern over the lack of economic means and ability for Wellington's transport infrastructure to handle outwards growth. A couple of respondents argued that residential development should be occurring in the inner city and surrounding areas where there is good public transport infrastructure. These same respondents noted that the public transport in these areas should be further improved. One respondent commented:

*I don't want to see huge new sub-developments outside of the CBD, I just want to see the current roads being able to support what is already there (and growing).*

#### **Issues with public transport**

**5 comments**

A small number of respondents found the current or proposed public transport system lacking. The respondents outlined that there is currently no adequate public transport in the listed suburbs in Scenario 4. And that there is "little hope" that public and private transport planning could keep up with the new demand. One respondent did not believe that the public transport system would ever reach a point where these areas could feel part of the wider city. Another respondent stated that public transport and cycling do not work with low-density populations. They said:

*Public transport and cycling don't work with low-density population, as evidenced with current state of the transport in Wellington (expensive, lack of options, everything else people complained about in Let's get Welly moving).*

One respondent argued that such a development would raise the cost of public transport.

#### **Other comments**

**8 comments**

A small number of respondents said they did not support Scenario 4 because of negative outcomes for transport but did not sufficiently identify what those problems would be. As one respondent said:



*As discussed above, we would not recommend scenarios which require new major roading development. The idea that you can build more roading and end up in a good place has been disproved internationally and in Wellington.*

## Community

### Poor living and community outcomes

7 comments

Poor living and community outcomes were discussed by a small number of respondents. A few believed that as the development is focused on expanding outer suburbs, rather than developing new ones, there would be a lack of community facilities. Lack of community facilities, a dispersed population and the long daily commute were identified as contributors to social isolation and lack of community. One respondent commented:

*These proposed "urban extension" ideas are code for more sprawl, the likes of which create even more traffic, hideously unsustainable infrastructure costs, and soulless deserts, where people have no way to meet and connect with their neighbours, as there is no actual "village" just acres of large low rise houses with internal two car garaging. No-one ever need connect with another person... a tragedy in the 21st century and a major contributor to social isolation and lack of mental and physical well-being in our communities.*

A couple of respondents noted that the new development would adversely affect the current community and living conditions in Takapu Valley. One commenter believed that many of the existing residents' properties would be directly affected by this scenario, with family homes and buildings destroyed and the land subdivided, thus removing the rural character of the area. Scenario 4 was essentially noted by this respondent as removing the rural lifestyle choice and amenity for the current residents. Respondents argued that the development would remove the feeling of being a "close-knit" rural community based on "mutual support" and "friendship".

One respondent stated that moving people out of the "heart of Wellington" would draw people away from the centre and residents would no longer go into the city for events, to shop or dine, impacting central Wellington.

### Community value

3 comments

A couple of respondents disliked the scenario but believed that if development was to go ahead in the areas outlined in Scenario 4, sufficient community infrastructure should be built. One respondent believed that community infrastructure should be built to ensure that residents live healthy lives. Another respondent believed that new development should have a mixture of amenities, commerce and industry together. The overall sentiment of the comment was that new development should be self-sufficient to remove the need for residents to commute into the city for work and recreation.

One respondent believes that the growth depicted in Scenario 4 is not the answer. The respondent stated that this scenario detracts from the work that needs to be done to improve the resilience of existing communities.

## Residential housing

### Character or heritage protection issues

2 comments

A couple of comments felt that the land impacted by this scenario should be protected and should not be sacrificed to protect character areas. The comments are as follows:

*Awful - protects the character of some areas, but only at the expense of others*  
*Drop it completely - we have to protect what open land we still have around wellington and many of these rural areas are heritage areas as well!*

### Other topics

#### General negative comments

143 comments

A very large number of respondent's comments were generally negative without providing much information on why they had taken this position. The comments were statements in relation to questions about what they liked or what they would improve or change about the scenario. Respondents often commented that there was "nothing" or "not much" that they liked about Scenario 4. When asked if there was anything that they would 'improve or change about Scenario 4' respondents replied with answers such as, they would change "all of it", "...would like to see it stopped" or "Everything. Again its complete madness".

#### Other comments

9 comments

There were a range of other comments about the scenario. A small number of respondents stated that other scenarios were preferable to Scenario 4. One respondent believed that Scenario 4 was not worth pursuing at this time. One respondent suggested the current greenbelt as an alternative development, stating that it could be developed without impacting on the overall environmental and recreational value of the greenbelt.

## Other comments

### ABOUT THE SURVEY

A very large number of respondents commented on the survey itself. Of these, a substantial number of comments covered the structure of the survey questions. The majority of comments noted that the “trade-off” nature of the survey questions added bias to the survey. Respondents believed that it influenced respondents’ answers, as they had to pick between one option or another rather than allowing respondents to come to their own conclusions. A moderate number of respondents noted that some of the information provided in the survey was wrong, simply missed out, skewed or that more detail should have been given. This would have allowed respondents to be more informed when answering the questions. In particular, several respondents were concerned about the discussion of hazards. Respondents commented that the term ‘hazards’ and ‘hazard areas’ should have been defined, it was their belief that every area has its own “hazards” and that this term was being used to influence or limit the scope of people’s answers.



This report has been prepared by:

Global Research  
150 Office Rd  
Merivale  
Christchurch 8014  
New Zealand  
+64 3 355 4562  
[www.globalresearch.nz](http://www.globalresearch.nz)



**Global Research**  
Turning Information Into Insight



---

## TE ATAURA - FIRST TO ZERO

---

### Purpose

1. This report asks the City Strategy Committee to receive the information from the engagement on *Te Atakura – First to Zero*, and presents *Te Atakura* for adoption.
2. The report also presents a submission on the Government's Zero Carbon Bill as a follow-up to last year's submission on development of the proposed the Zero Carbon Act.

### Summary

3. The objective of *Te Atakura – First to Zero* is to agree a blueprint for Wellington to becoming a Zero Carbon Capital by 2050. *Te Atakura* was brought to the City Strategy Committee in April and was agreed for consultation.
4. Consultation on *Te Atakura – First to Zero* occurred between 15 April and 10 May, and over 1250 submissions were received from individuals, businesses, organisations and community groups. It received very strong support from the community as part of the consultation phase and is presented in this paper for adoption.
5. *Te Atakura – First to Zero* includes a series of actions for Council, and investment decisions to deliver these will be made as part of up-coming annual and long-term plans.

### Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Receive the submissions, noting the summary of feedback and key results as outlined in Attachment 1, and that a summary of submissions was circulated separately.
3. Adopt the *Te Atakura – First to Zero* strategy as a blueprint for becoming a Zero Carbon Capital (Attachment 2) with updated wording to the introductory part of the plan as outlined in Attachment 3.
4. Agree that officers prepare a prioritised investment programme to deliver *Te Atakura – First to Zero* in time to inform the next annual plan and long term plan budget decisions.
5. Approve the draft submission to the Ministry for Environment on the Zero Carbon Amendment Bill (Attachment 4).
6. Delegates to the Chief Executive and the Climate Change and Infrastructure and Sustainability portfolio leaders the authority to amend the submission and strategy before final publication as per any proposed amendments agreed by the Committee at this meeting, and any minor consequential edits.



## Discussion

### How we communicated and consulted

6. The engagement programme was strongly promoted through Council channels. At the same time nationwide climate strikes, as well as the declaration of climate emergencies by a number of Councils during the consultation period, provided a high level of awareness of the *Te Atakura – First to Zero*.
7. The Council proactively engaged with Council's Resilience Steering Group, Environmental Reference Group, Victoria University of Wellington, Generation Zero, and Greater Wellington throughout the process of creating *Te Atakura – First to Zero*. Residents associations, local Iwi, and interest groups were also contacted to support a mix of views.
8. Consultation was primarily carried through the website and 1250 submissions were received – getting a strong mix of responses and a high level of participation from youth as compared to past consultations.
9. More detailed information on the consultation and demographic data in terms of who submitted is included in Attachment 1 to this report.

### Summary of what submitters said

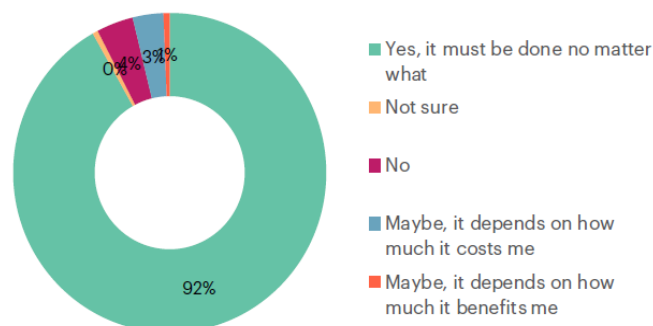
10. Attachment 1 to this report provides a detailed overview of submitter feedback on *Te Atakura – First to Zero*. The following section outlines some key result areas.

#### *There is strong support for the Council to act on climate change*

11. There was very strong support for the Council to act on climate change with more than 9 of 10 submitters agreeing that the city must become Carbon Zero by 2050.

n = 1262

Do you want the council to prioritise becoming Zero Carbon by 2050?

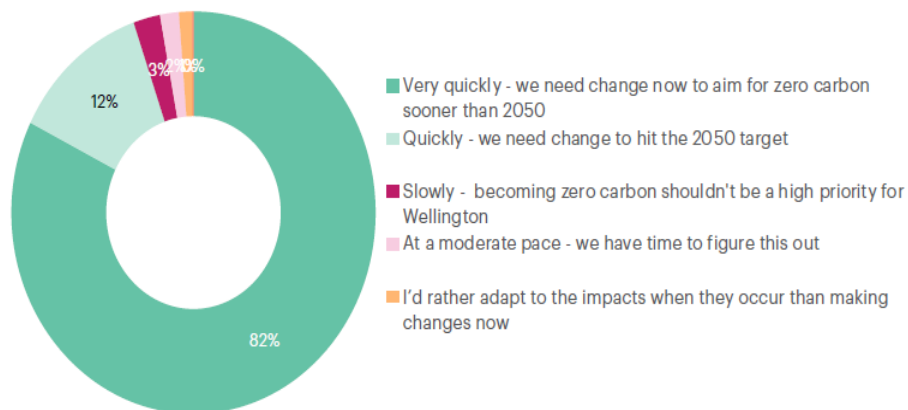


*Submitters want the Council to act more urgently*

12. There was strong support from submitters to push harder to reach zero carbon faster than the originally proposed 2050 target, with many responses suggesting becoming zero carbon as early as 2025. As shown in the figure below, 82% of responses indicated a desire for “change now to aim for zero carbon sooner than 2050.”

n = 1260

Becoming zero carbon means we need to change the way we live in Wellington. How quickly do the changes need to happen?

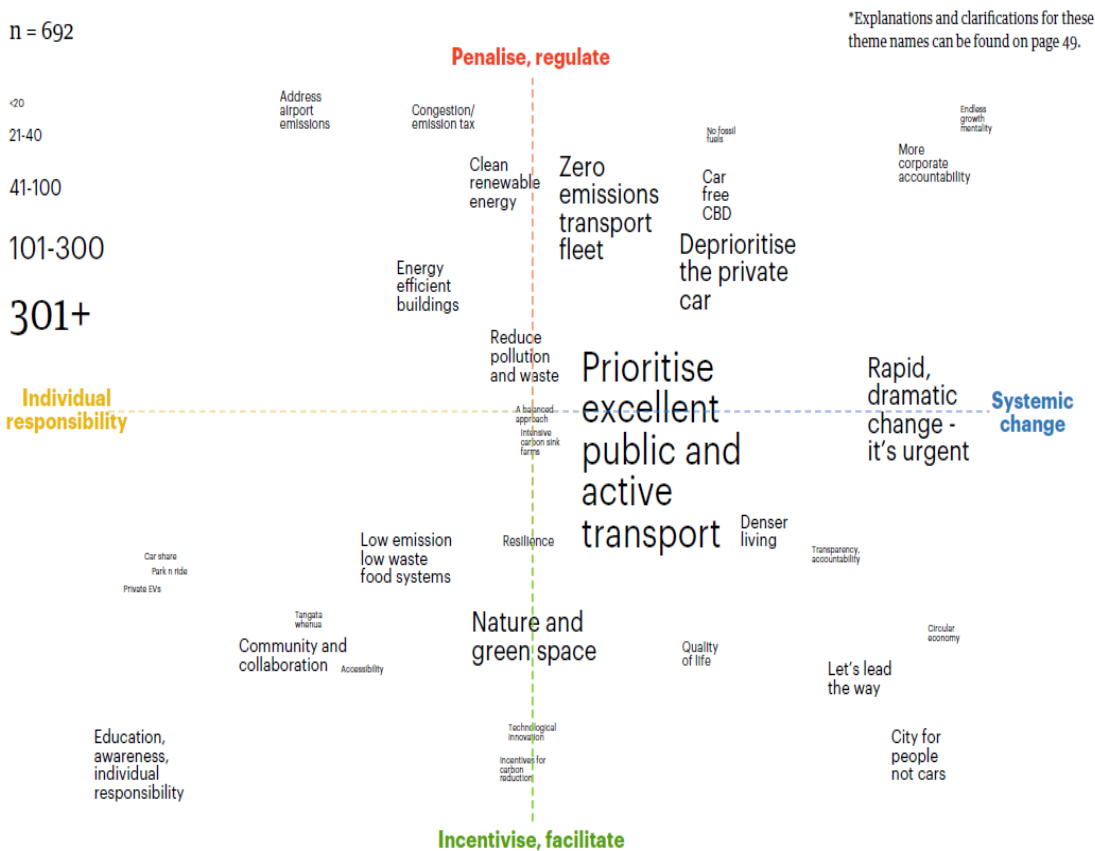


*There was a strong focus on transport*

13. Responses were strong in their support for rapid, dramatic change – particularly in support for better active and public transport; nature and green space; and a zero emissions fleet as key responses to the climate crisis we face. Above all categories, transport showed to be the one of most interest, with significant support for investment in public and active transport, as well as deprioritising the private car. This response aligns strongly with the Council's goals of building a city that is more liveable, walkable, and compact.
14. The strong support to act on transport and liveability aligns well to the Let's Get Wellington Moving and Planning for Growth projects. Both projects will have a strong bearing in terms of how and where the city will grow, and how people will move around the city in the future.
15. The below graph outlines submitter feedback on possible interventions. The size of the text correlates to the number of submitters on a particular intervention.

## How we could become zero carbon

n = 692



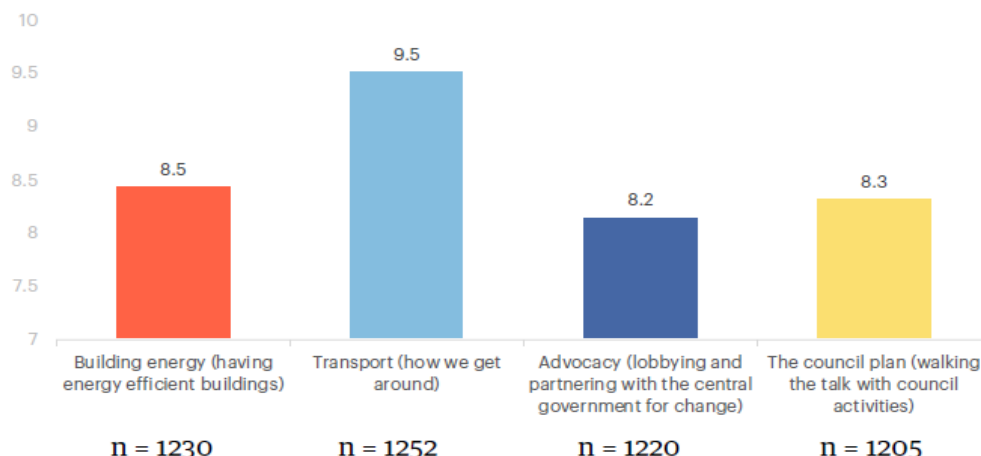
*All other areas of the plan also received strong support*

16. All of the four key areas of the plan (Building Energy, Transport, Advocacy, and the Council plan) received ratings over 8 on a scale of 10, meaning submitters see them as key areas of action, or perhaps just recognising that all areas must be attended to, but none came close to the need for action in transport.
17. The lower overall score for advocacy is noted in that, speculatively, it is unlikely that it is seen as unimportant, and more likely that it is seen as a way to deflect the need for



independent action – and using our voice for change.

On a scale of 1-10, (10 being ‘very important’) how important is it to focus on these areas?

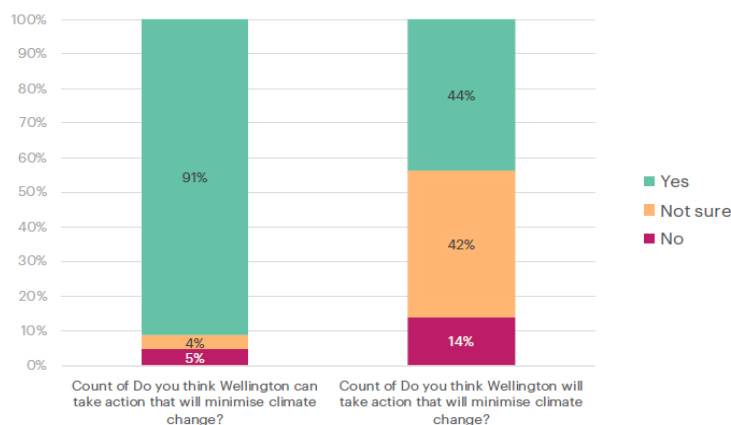


*Submitters have some concerns about whether the Council will act*

18. A total of 89 percent of submitters agreed with a statement that they were personally prepared to action to reduce their own emissions, and a total of 91 percent of submitters believed that the actions outlined in the *Te Atakura – First to Zero* are capable of having an impact on climate change. However, only 44 percent believe that the Council will actually take necessary action on climate change.

**Do you think Wellington *can* (and do you think it *will*) take action that will minimise climate change?**

All responses



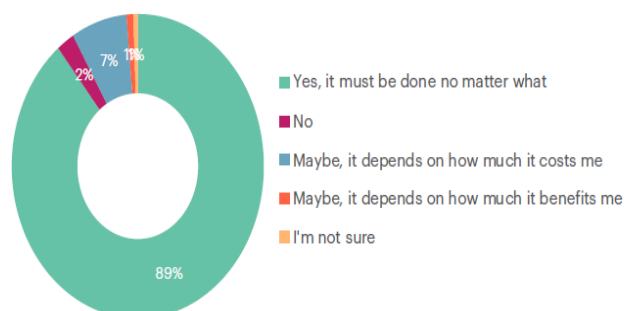
91% of people think that our actions are capable of having some impact on climate change.

However, only 44% think that we *will* actually take action at all.

## Generally, are you prepared to take actions to reduce your carbon emissions?

All responses

n = 1260



89% of people were prepared to take actions to reduce their own emissions, no matter what.

*Overall, there is strong support for the Council to adopt Te Atakura*

19. As a result of the submitter feedback, *Te Atakura – First to Zero* remains largely unchanged but for some wording changes around the treatment of natural gas for Council buildings.

### *Other matters*

20. The Climate Change Response (Zero Carbon) Amendment Bill, offers the chance to make Council heard around the potential for setting similar goals and stricter operational approaches at the central government level.
21. The proposed submission on the Zero Carbon Bill responds to the adjustments made in the process of bringing that legislation to reality from the Zero Carbon Act of last year.

## Options

22. Accept recommendations – this would see the Council adopt *Te Atakura – First to Zero* as a blue-print to becoming a Zero Carbon Capital, and require officers to report back to committee on options for a prioritised investment programme of local action that can be considered as part of the next annual plan long term plan deliberations.
23. Reject recommendations – this course of action is not recommended as it would leave WCC without an in-force carbon reduction plan, and would not reflect the strong views of submitters to adopt *Te Atakura – First to Zero* and deliver on its objectives.

## Next Actions

24. Establish a cross-council working group to develop a prioritised investment programme of local actions that will be brought back to committee for consideration.

## Attachments

Attachment 1.	Submitter feedback	Page 145
Attachment 2.	Te Atakura - First to Zero	Page 193
Attachment 3.	Updated wording to introduction of Te Atakura	Page 230
Attachment 4.	Submission	Page 232

Author	Tom Pettit, Sustainability Manager
Authoriser	Baz Kaufman, Manager Strategy Moana Mackey, Acting Chief City Planner



## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

The council engaged with our Resilience Steering Group, Environmental Reference Group, Victoria University of Wellington, Generation Zero, and Greater Wellington throughout the process of creating our Zero Carbon Plan.

Through our consultation we reached more than 1250 respondents, getting a strong mix of responses and particularly successfully reaching youth as compared to past consultations.

Residents associations, local Iwi, and interest groups were also contacted to support a mix of views.

Considerable supportive feedback was received, but where technical knowledge indicated better courses this was taken into account.

### **Treaty of Waitangi considerations**

Climate change has a strong influence on sea level rise, which impacts the shoreline as well as sea life, both of which are important to Mana Whenua. Some proposals relative to adaptation may be of interest to Mana Whenua as well.

### **Financial implications**

The financial implications are yet to be developed in detail. This plan sets in place the programme of exploration for a financial request in the 2020/21 annual plan and the 2021-31 Long Term Plan.

### **Policy and legislative implications**

This plan provides a road map for a lower carbon future for the city. It reflects the current priorities of this Council and will shape related policies and future budget prioritisations.

### **Risks / legal**

There are significant social, environmental and economic risks associated with not reducing carbon emissions.

### **Climate Change impact and considerations**

This plan will set the platform for how the city will respond to the challenge of climate change.

### **Communications Plan**

This plan will be communicated once adopted using Council media channels.

### **Health and Safety Impact considered**

N / A





## Zero Carbon Capital

Feedback analysis of Te Atakura – First to Zero engagement  
June 2019

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



# Introduction - context

## The first step in the conversation around the Zero Carbon Capital plan



- This report focuses on the first round of engagement on Te Atakura - First to Zero blueprint for becoming a Zero Carbon Capital, which took place from 10 April to 10 May 2019.
- We asked for feedback around the council’s vision of becoming zero carbon by 2050, and around specific elements of the blueprint.
- We received **1288** submissions in total from a range of individuals and organisations.
- The feedback from this engagement will be used to help the council keep shaping its Zero Carbon Capital plan, and there will be engagements in future to allow the community to keep providing feedback and input on the plan.



Wellington City Council

# Questions analysis

Zero Carbon Capital   Te Atakura - First to Zero feedback analysis report

3

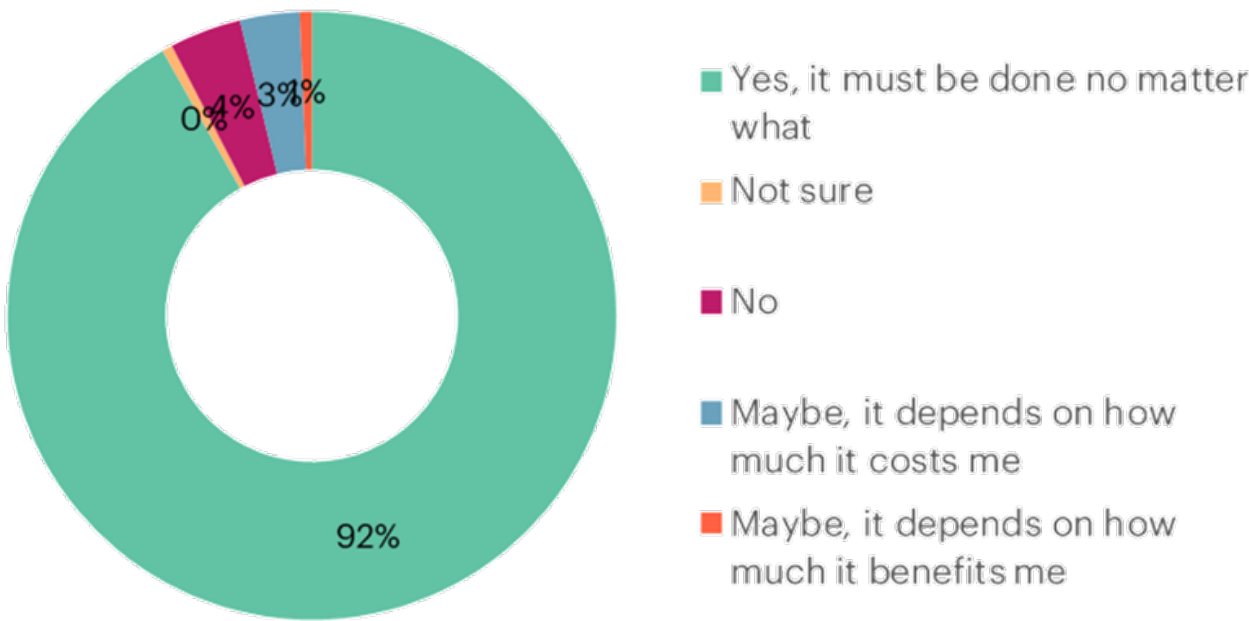
Wellington City Council

# Do you want the council to prioritise becoming zero carbon by 2050?

All responses

n = 1262

Do you want the council to prioritise becoming Zero Carbon by 2050?



The response is overwhelming – 92% of respondents answered “Yes, it must be done no matter what.”

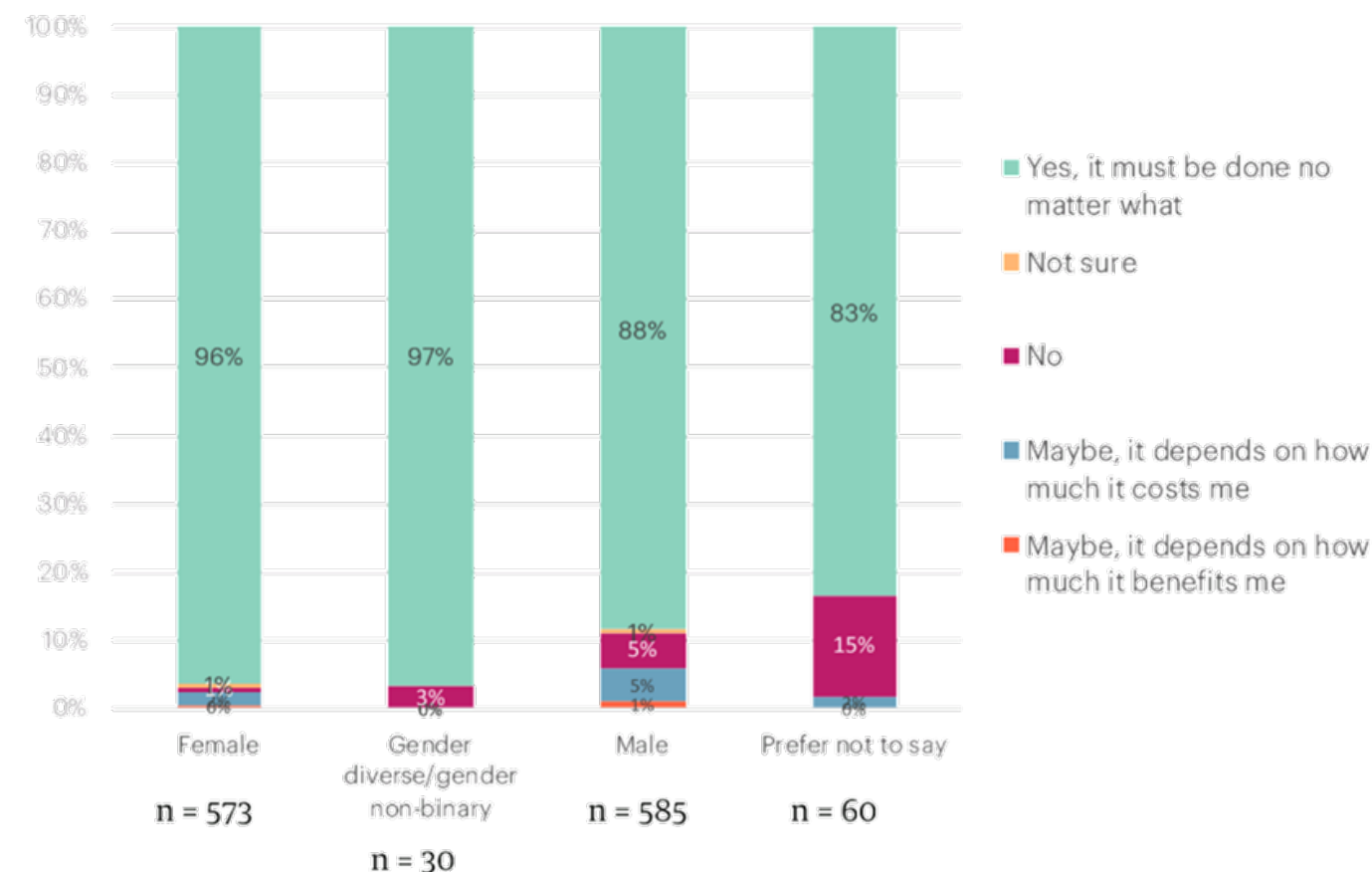
Wellington City Council

# Do you want the council to prioritise becoming zero carbon by 2050?

By gender

n = 1248

Do you want the council to prioritise becoming Zero Carbon by 2050?



Females and gender diverse people were more likely to respond, “Yes, it must be done no matter what” than males and people who chose not to share their gender.



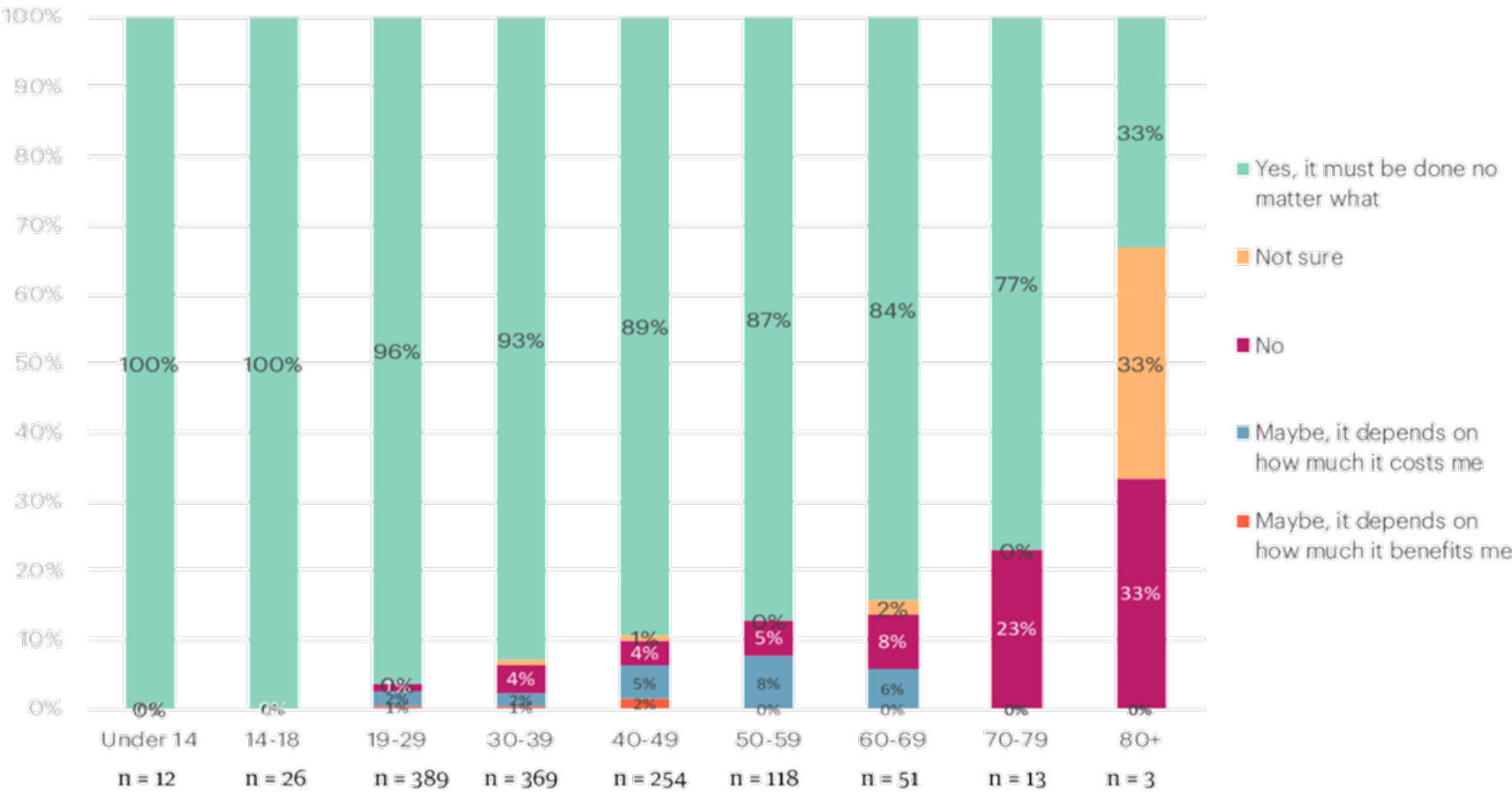
Wellington City Council

# Do you want the council to prioritise becoming zero carbon by 2050?

By age

n = 1235

Do you want the council to prioritise becoming Zero Carbon by 2050?



The older your age group, the more likely you were to say no.

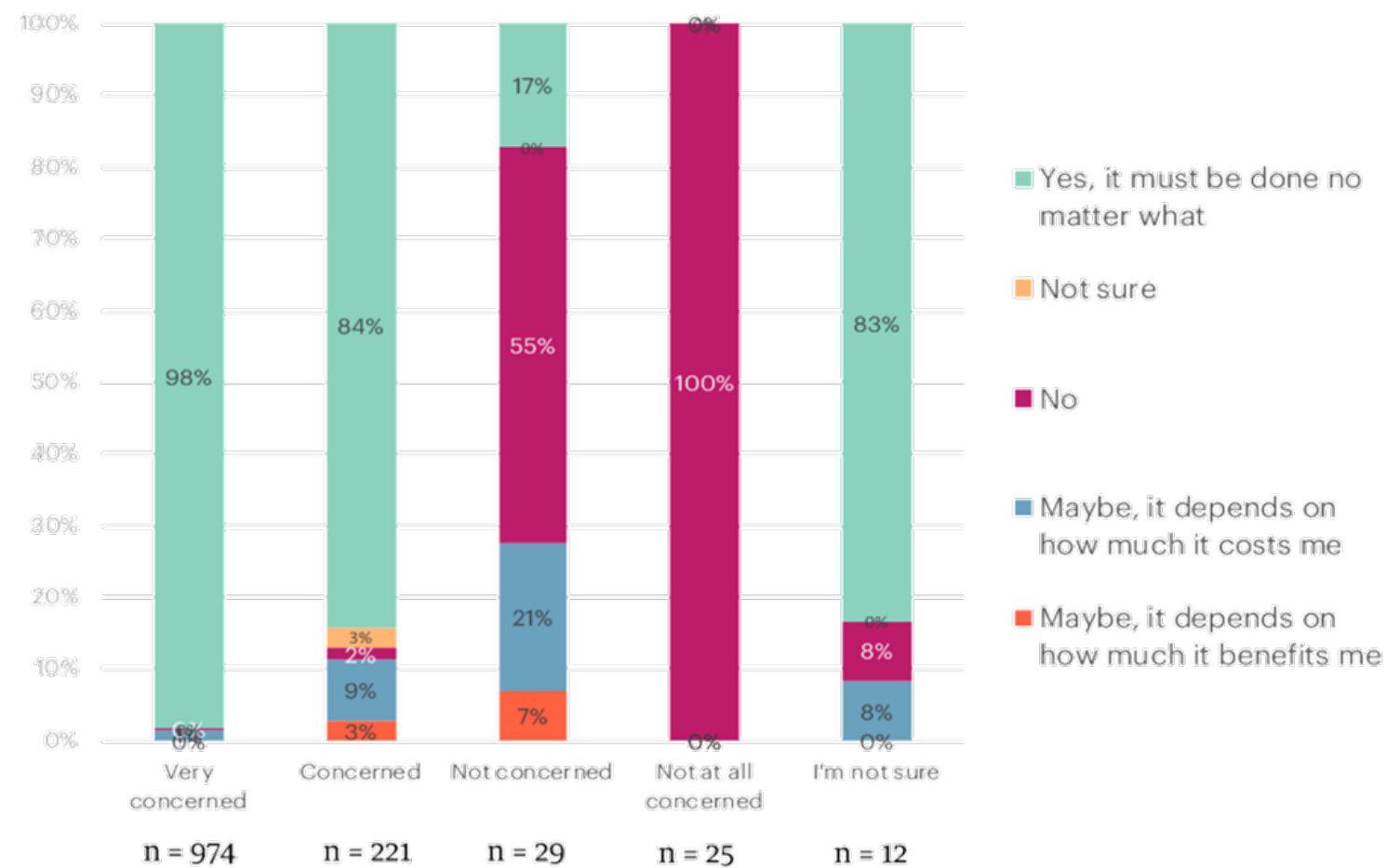
Wellington City Council

# Do you want the council to prioritise becoming zero carbon by 2050?

By level of concern about climate change

n = 1261

Do you want the council to prioritise becoming Zero Carbon by 2050?



Unsurprisingly, everyone who said they were *not at all concerned* about climate change did not want council to prioritise becoming a zero carbon city.

There were a small percentage of people who responded “Yes, it *must be done no matter what*” even though they were not concerned about the impacts of climate change.

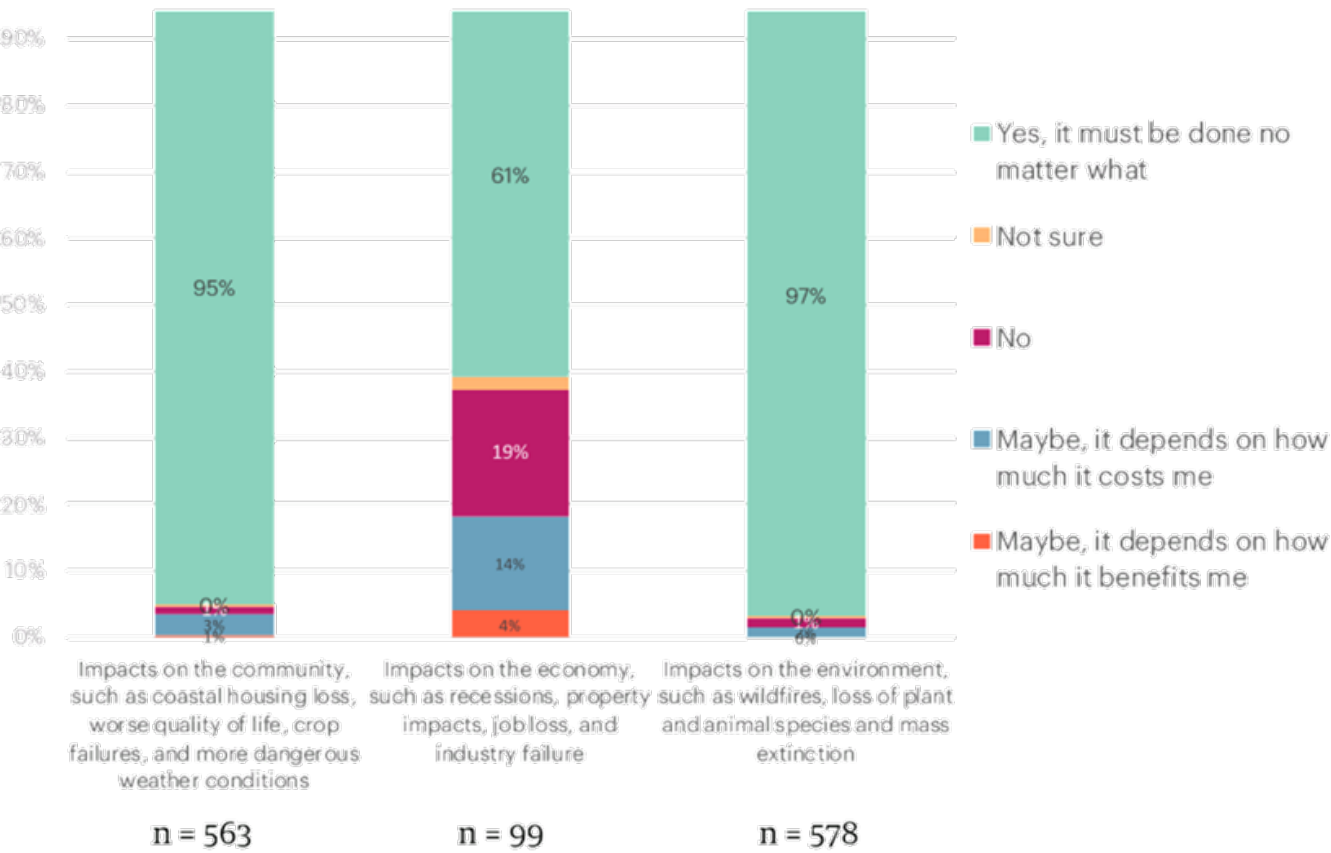
Wellington City Council

# Do you want the council to prioritise becoming zero carbon by 2050?

## By areas of concern

n = 1240

Do you want the council to prioritise becoming zero carbon by 2050?



People who were most concerned about the economy were approximately 30% less likely to say “Yes, it must be done no matter what.”



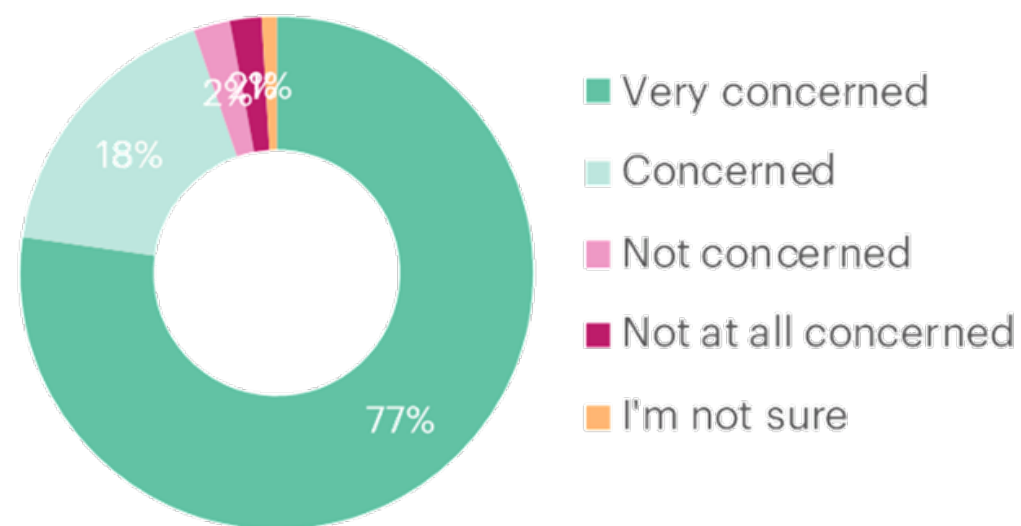
Wellington City Council

## How concerned are you about the impact of climate change on Wellington?

All responses

n = 1261

How concerned are you about the impact of climate change on Wellington?



95% of respondents were *concerned* or *very concerned* about the impact of climate change on Wellington.

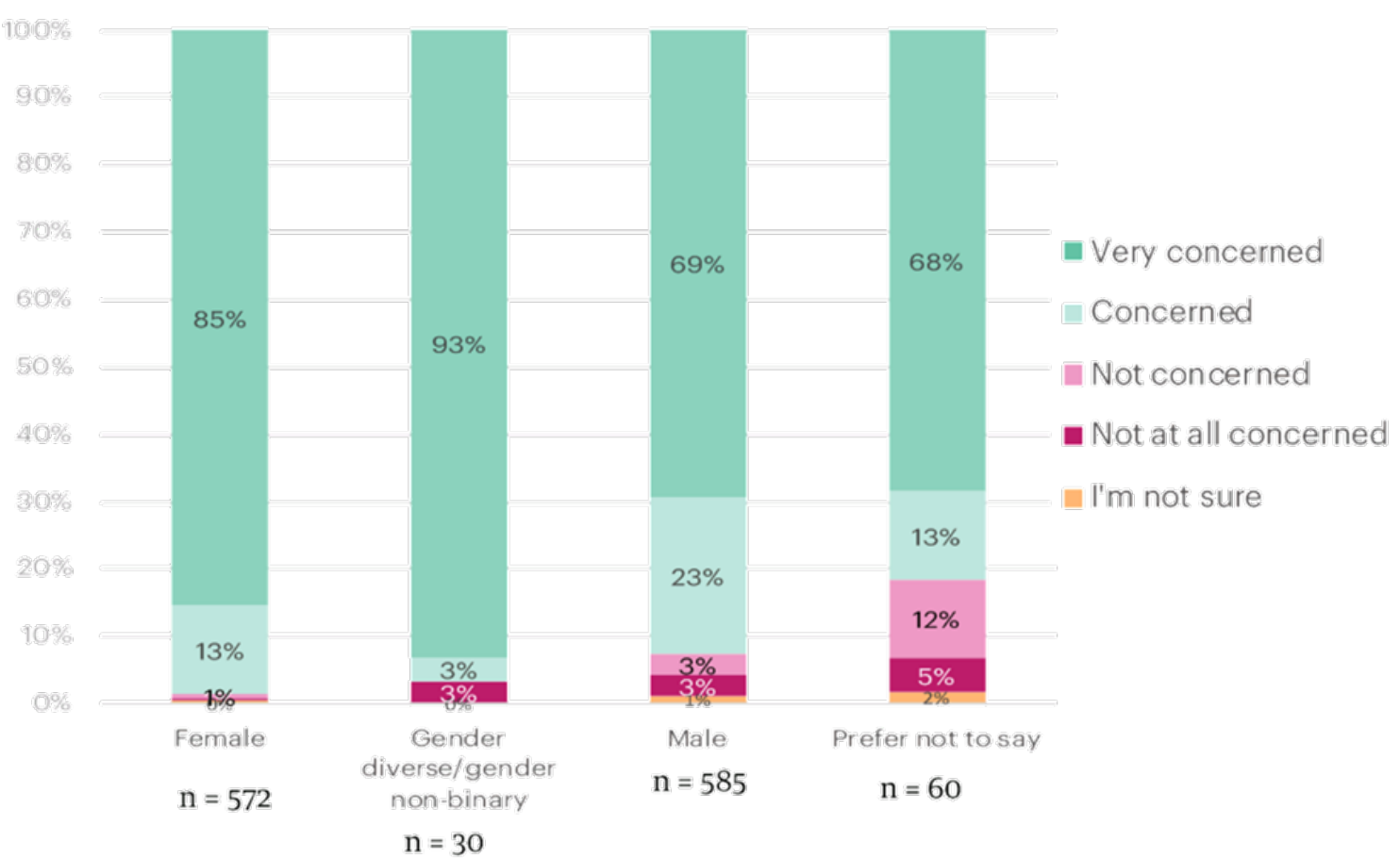
Wellington City Council

# How concerned are you about the impact of climate change on Wellington?

By gender

n = 1247

How concerned are you about the impact of climate change on Wellington?



Males and people who chose not to share their gender were on average *less concerned* about the impact of climate change on Wellington than females and gender diverse respondents.

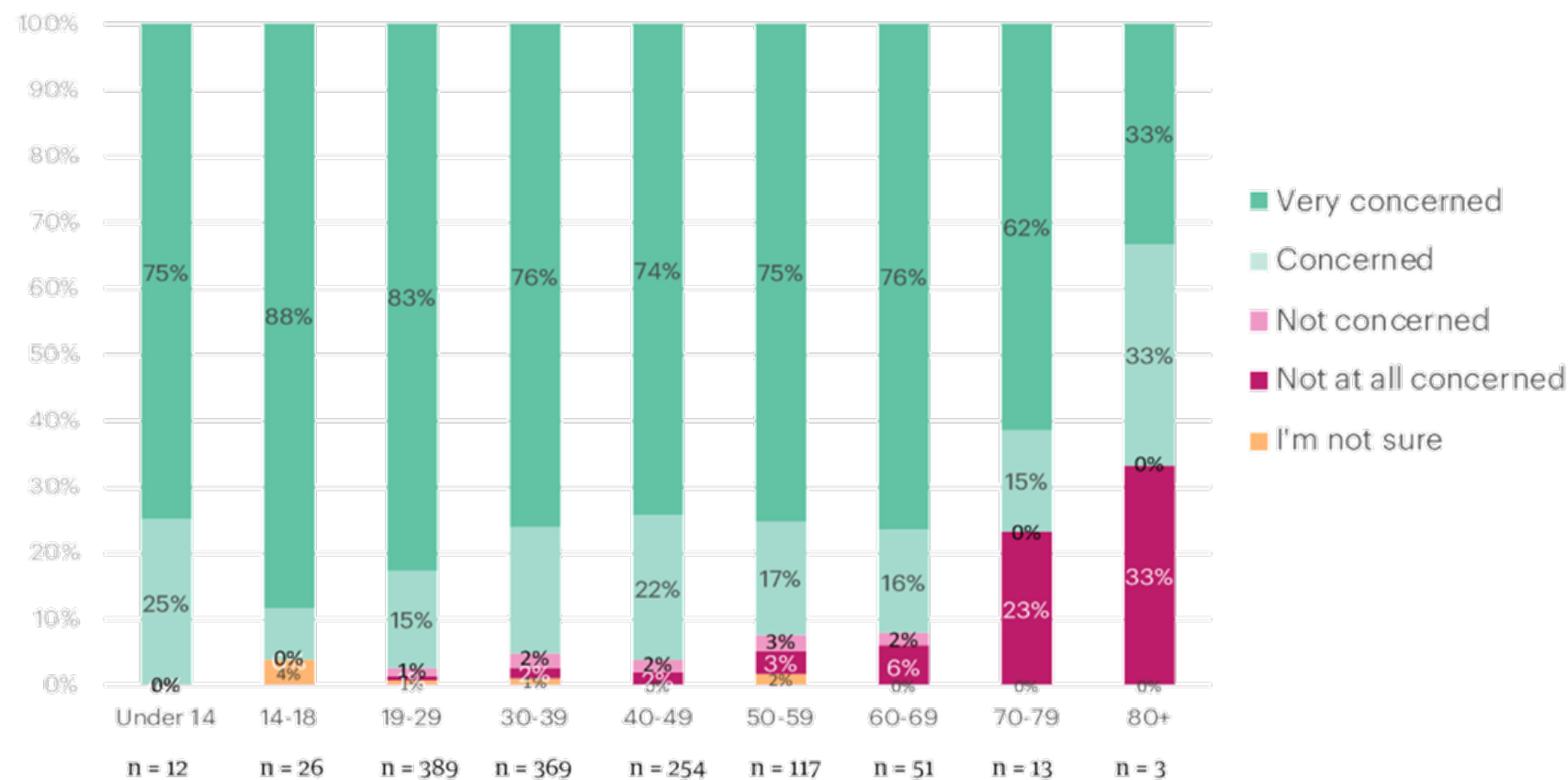
Wellington City Council

## How concerned are you about the impact of climate change on Wellington?

By age

n = 1236

How concerned are you about the impact of climate change on Wellington?



The older your age group, the less likely you were to be concerned about the impact of climate change on Wellington.



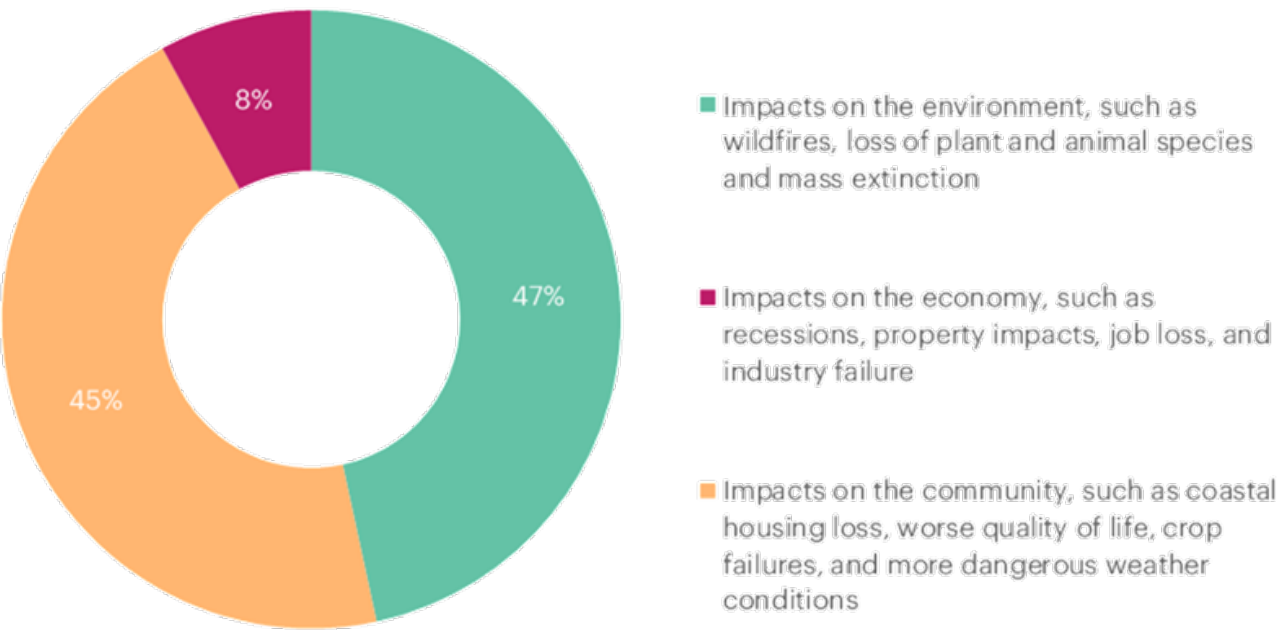
Wellington City Council

# Which of these areas are you most concerned about the impacts of climate change on?

All responses

n = 1240

Which of these areas are you most concerned about the impacts of climate change on?



Most people were most concerned about impacts on the environment and on the community.

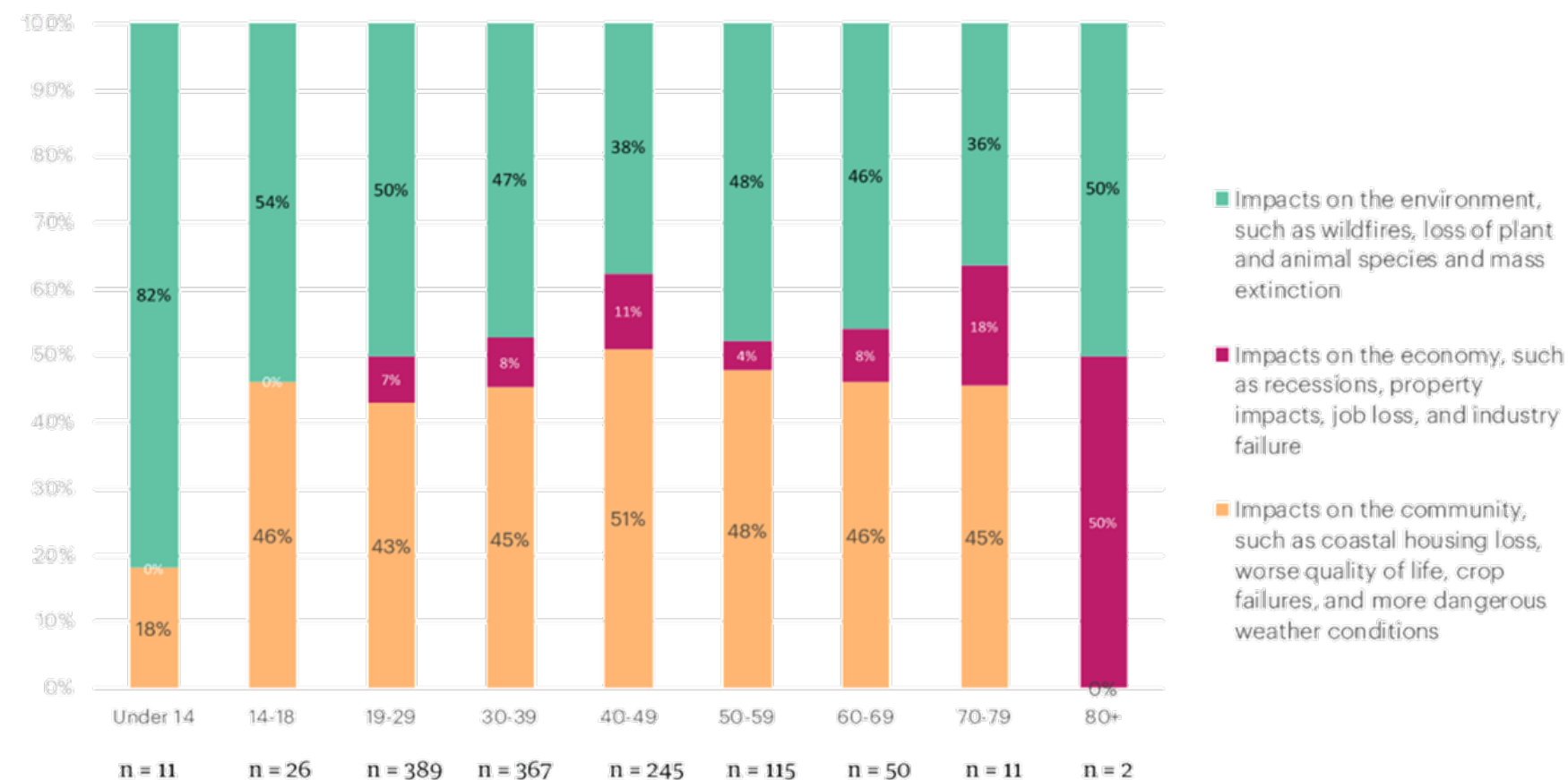
Wellington City Council

## Which of these areas are you most concerned about the impacts of climate change on?

By age

n = 1236

Which of these areas are you most concerned about the impacts of climate change on?



The older your age group, the less likely you were to be concerned about the environment itself.

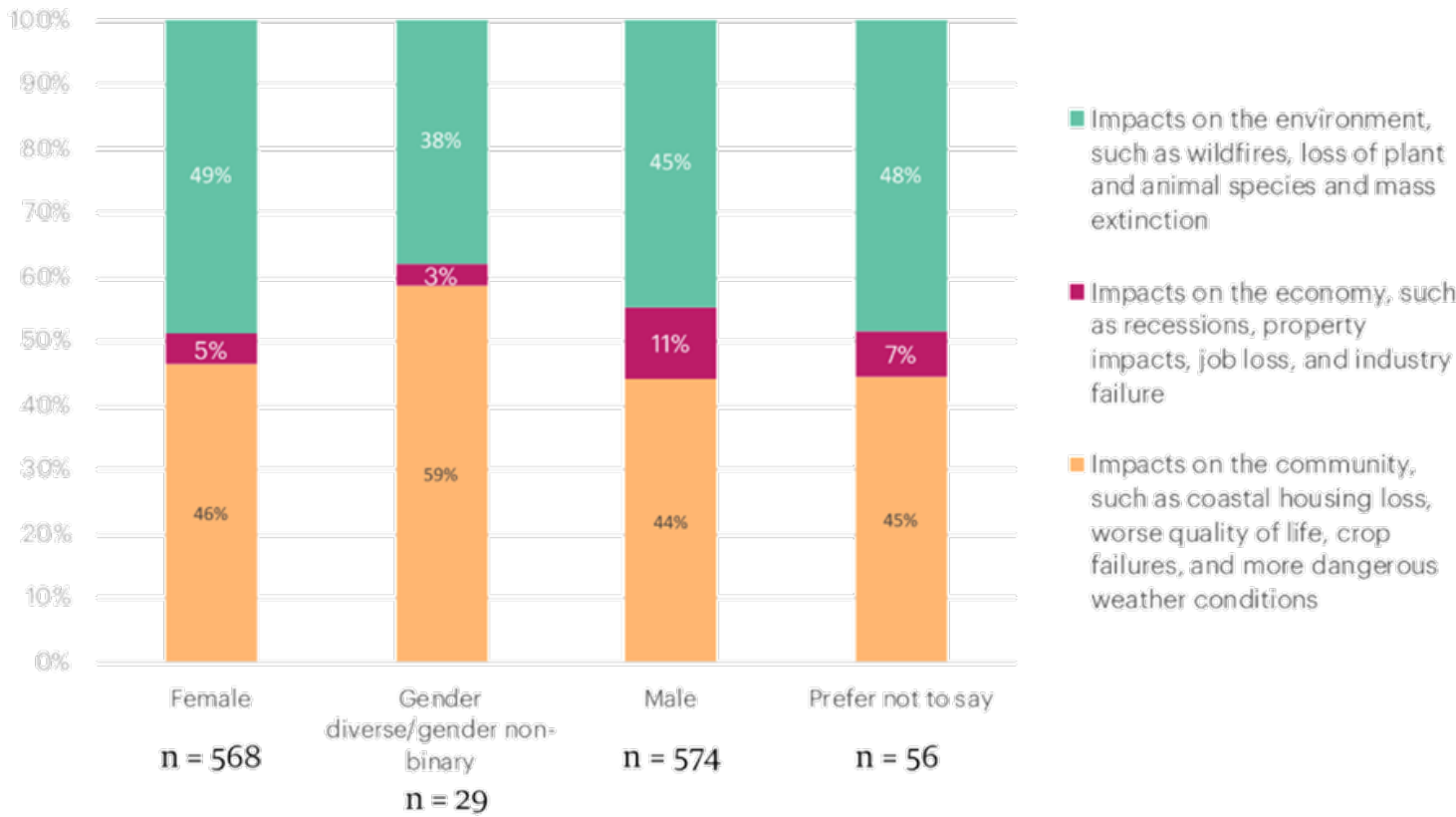
Wellington City Council

# Which of these areas are you most concerned about the impacts of climate change on?

By gender

n = 1240

Which of these areas are you most concerned about the impacts of climate change on?



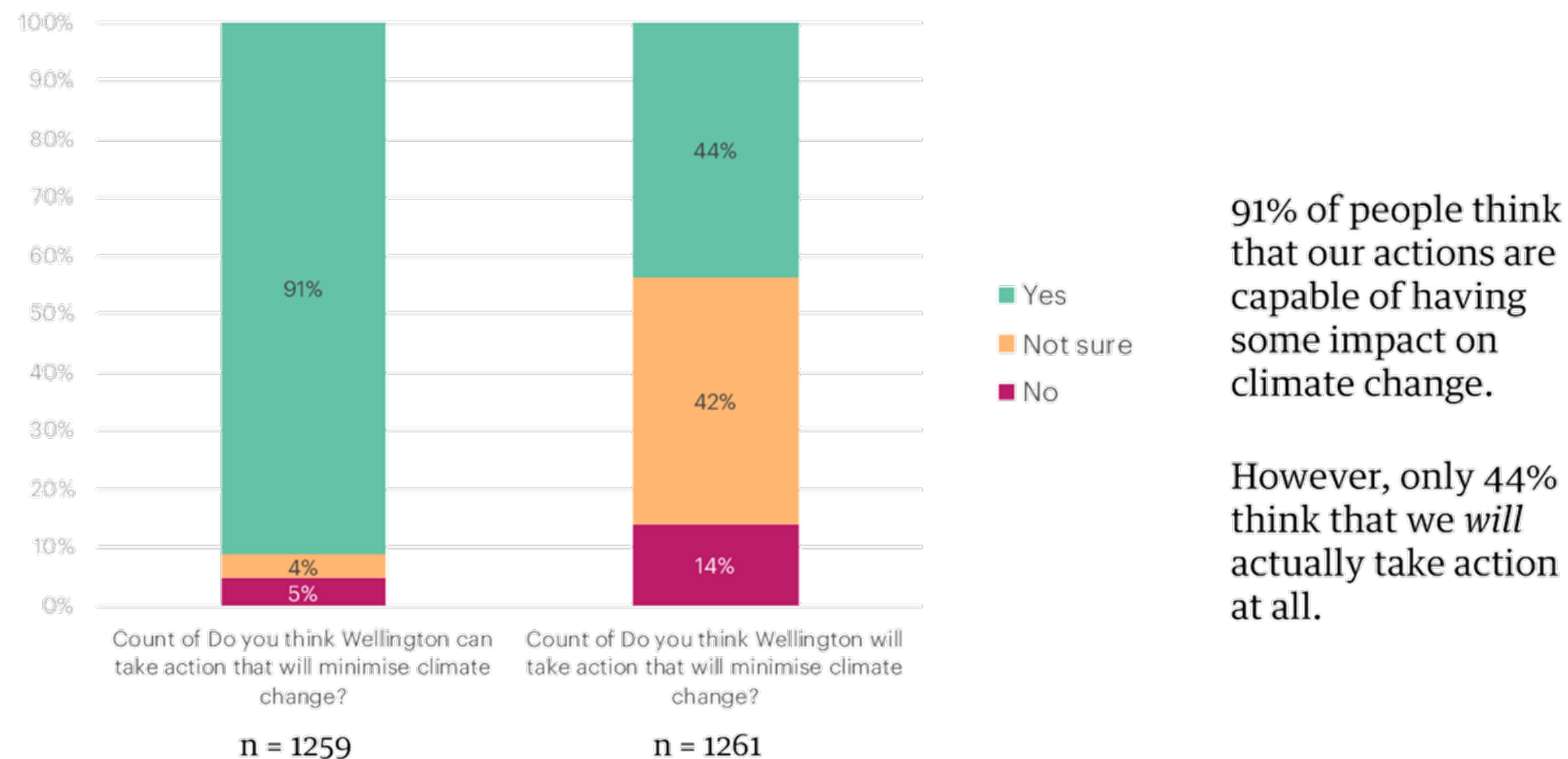
There was not a huge difference in the area that people were concerned about by their gender.



Wellington City Council

## Do you think Wellington *can* (and do you think it *will*) take action that will minimise climate change?

All responses

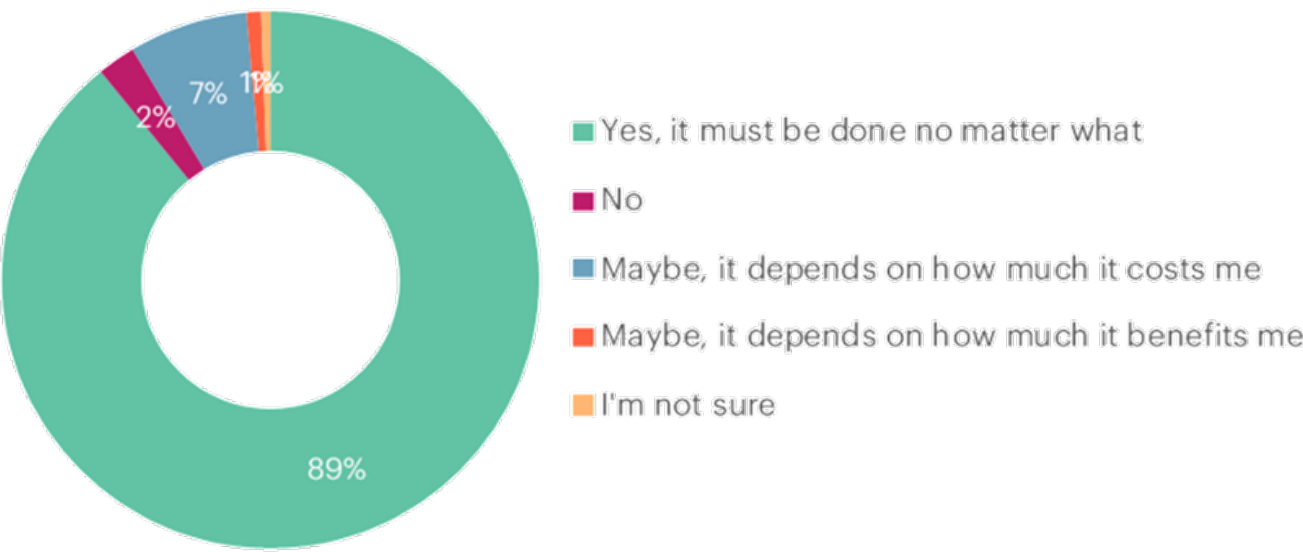


Wellington City Council

# Generally, are you prepared to take actions to reduce your carbon emissions?

All responses

n = 1260



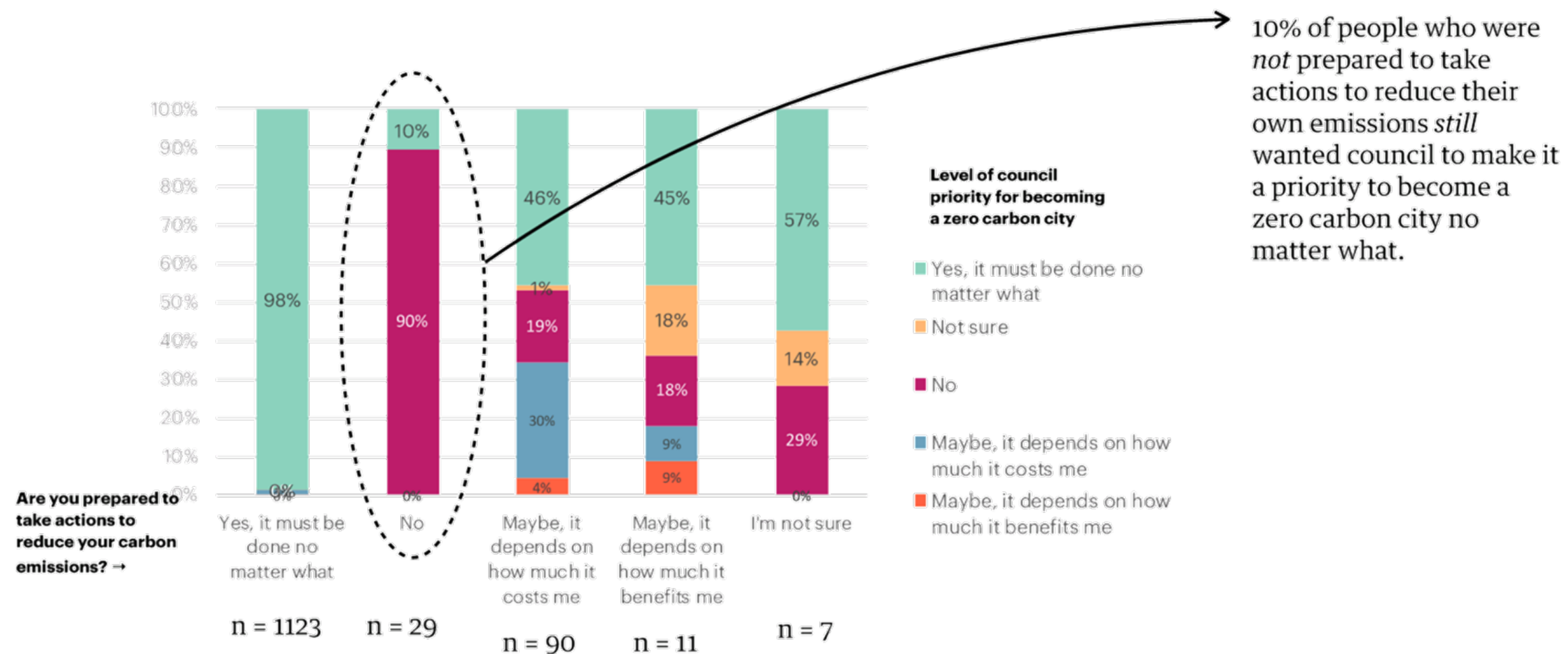
89% of people were prepared to take actions to reduce their own emissions, no matter what.

Wellington City Council

# Generally, are you prepared to take actions to reduce your carbon emissions?

## By level of council priority

n = 1260



Zero Carbon Capital Te Atakura - First to Zero feedback analysis report

17



Wellington City Council

# Other questions

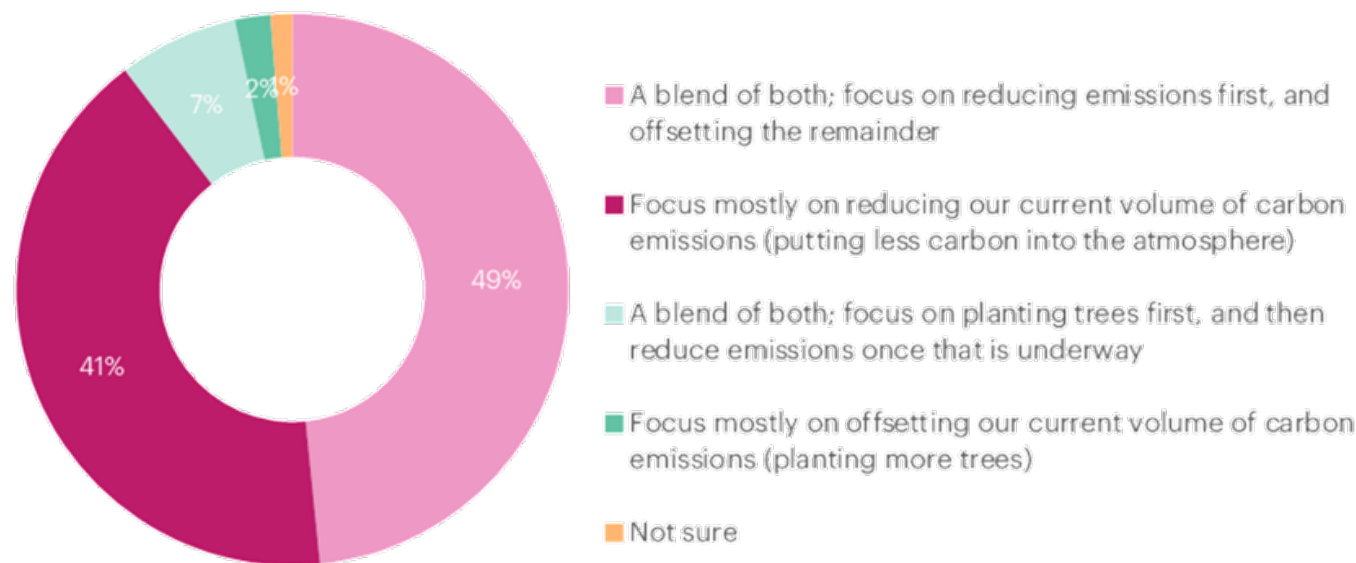
Wellington City Council

## Broadly, which approach do you think will successfully achieve the zero carbon target?

All responses

n = 1255

Broadly, which approach do you think will successfully achieve the zero carbon target?



90% of respondents think that we need to start with reducing our emissions (putting less into the atmosphere in the first place).

9% think that we need to start with offsetting (continuing to emit, and planting trees).

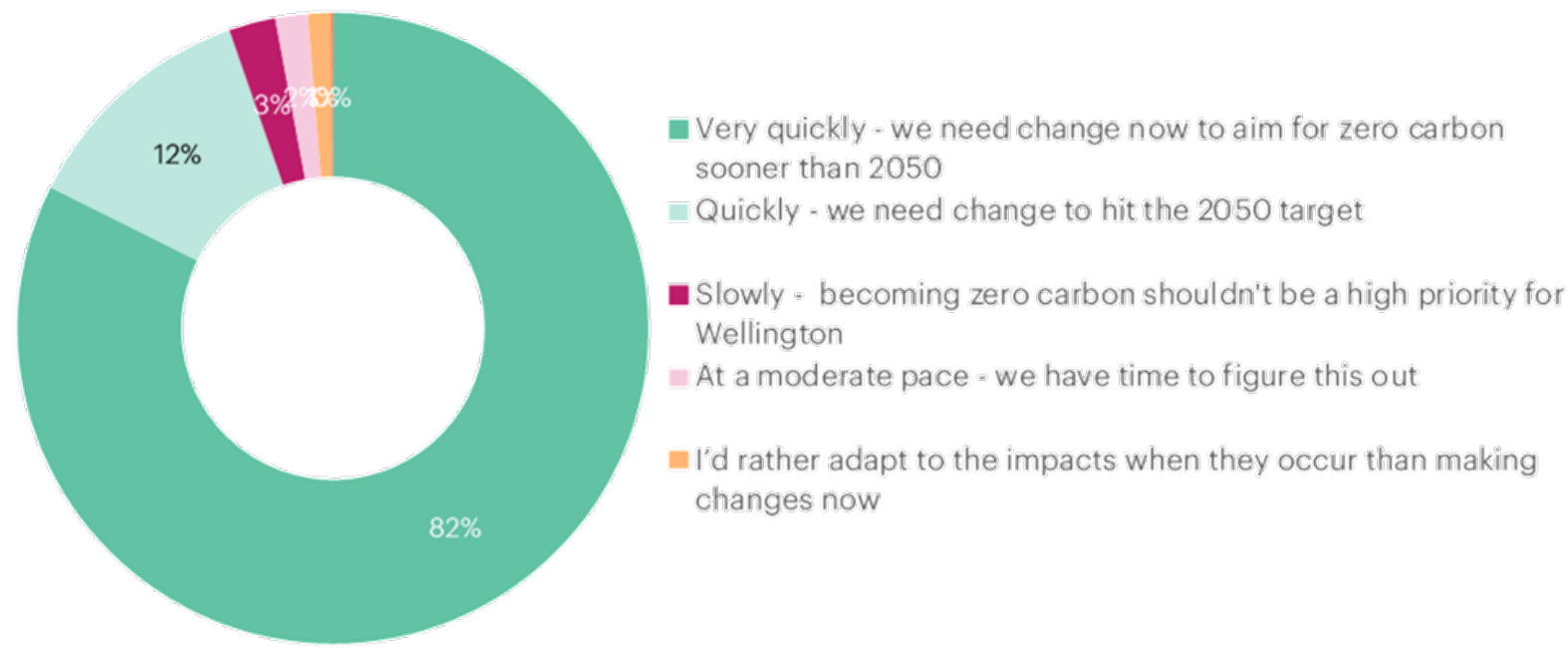
Wellington City Council

# How quickly do we need to make changes?

All responses

n = 1260

Becoming zero carbon means we need to change the way we live in Wellington. How quickly do the changes need to happen?



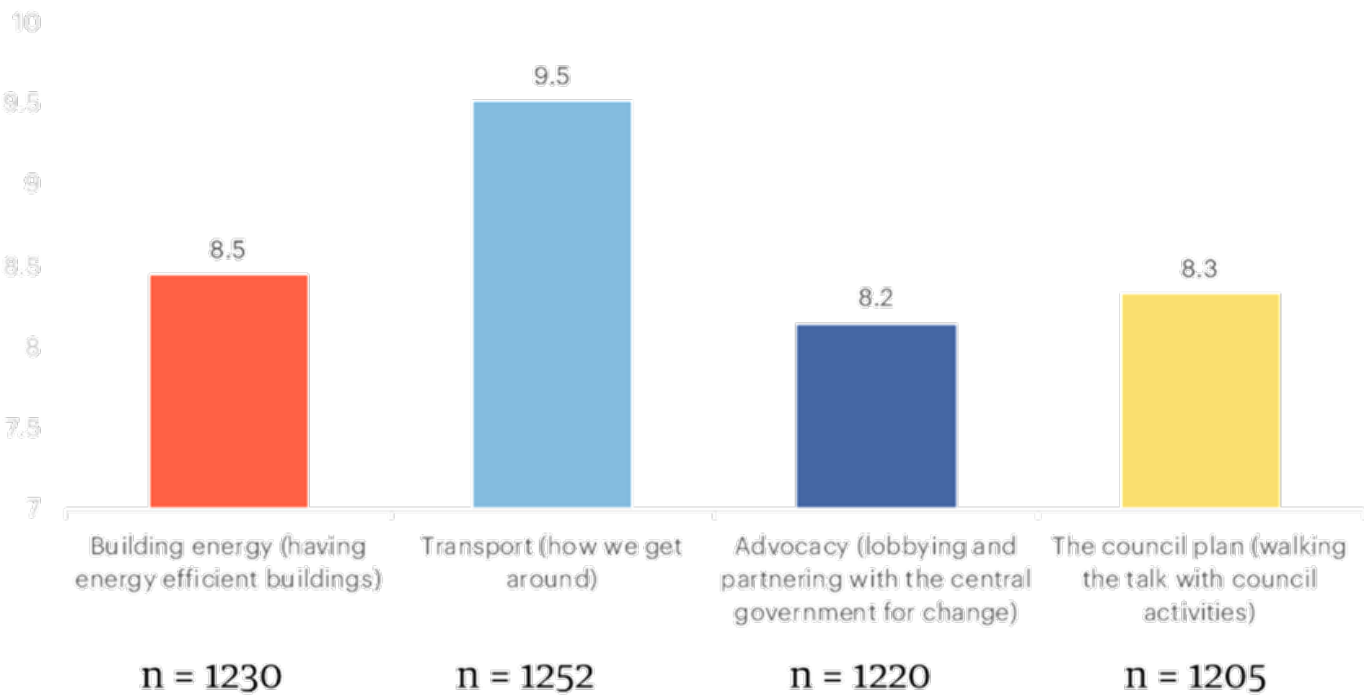
82% of respondents think that we need to change very quickly, start now, and aim for zero carbon earlier than 2050.

Wellington City Council

# Key areas of focus for the plan

## All responses

On a scale of 1-10, (10 being ‘very important’) how important is it to focus on these areas?



All areas received a rating over 8 points, which means people thought all the areas were important.

However, Transport’s average rating was higher than all other areas by at least one full point.



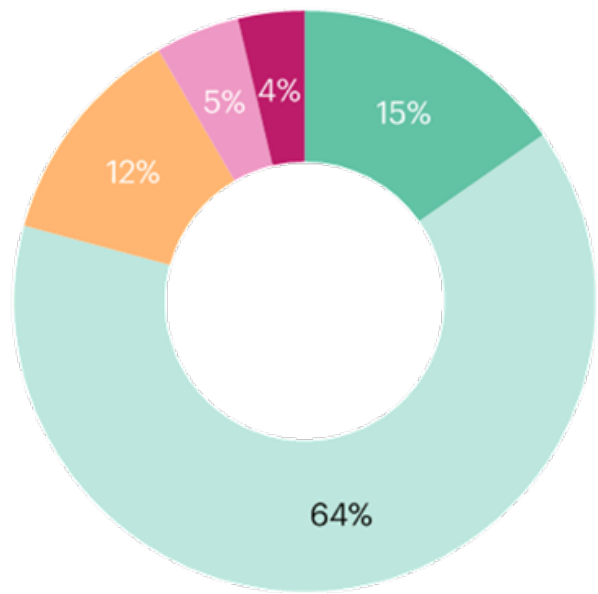
Wellington City Council

# People’s views on the blueprint

## All responses

n = 1216

Does the blueprint we’ve shared fit with your view of the way forward?



- Yes, it fits completely
- I think it mostly fits
- Not sure
- I don't think it really fits
- No, you are completely off the mark

79% of respondents thought the First to Zero blueprint *fit completely or mostly fit*.

Wellington City Council

# Comment themes

## And theme maps

Zero Carbon Capital    Te Atakura - First to Zero feedback analysis report

23

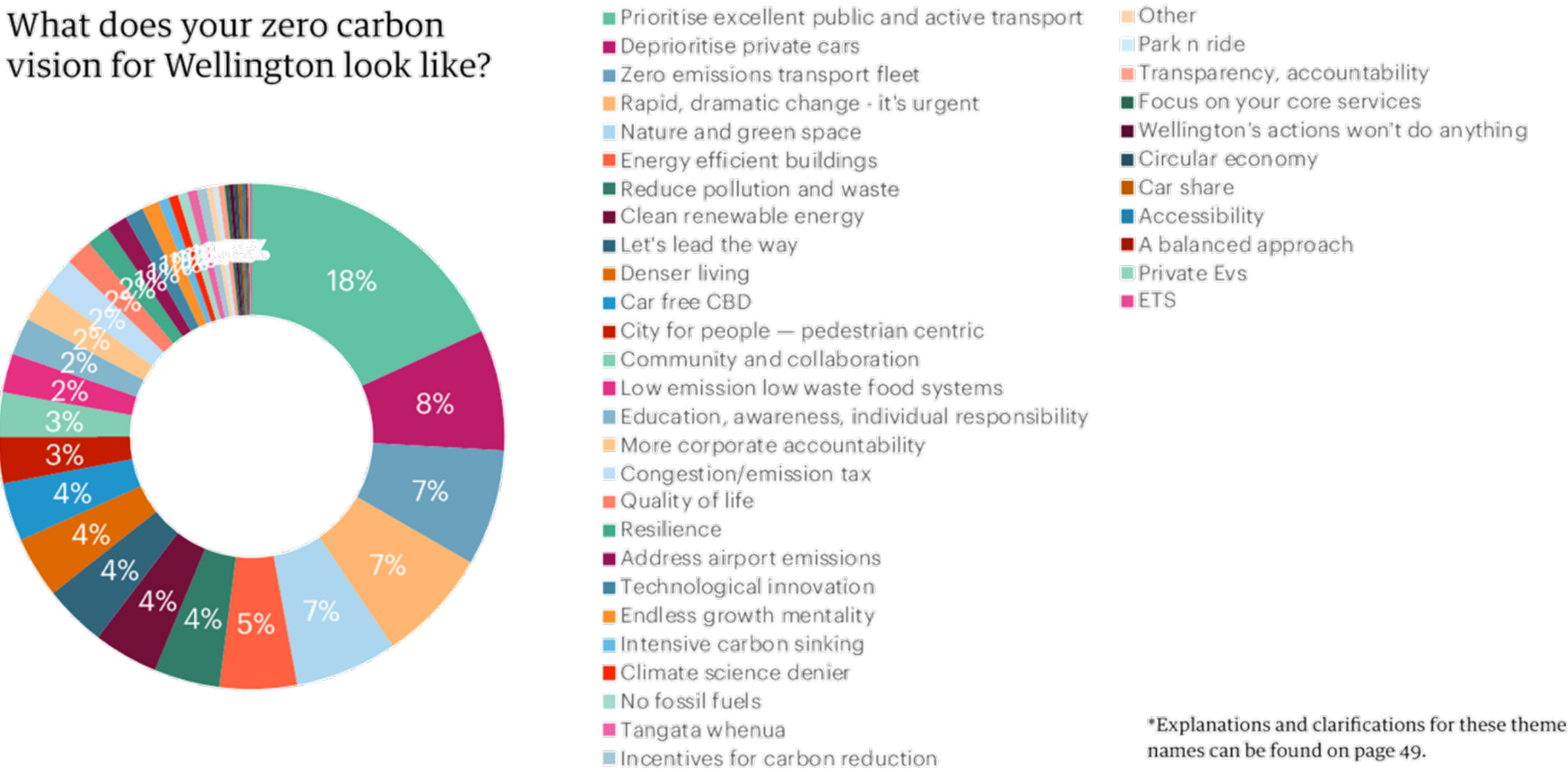
Wellington City Council

# Zero carbon vision - comment themes

## Comment themes

n = 692

What does your zero carbon vision for Wellington look like?

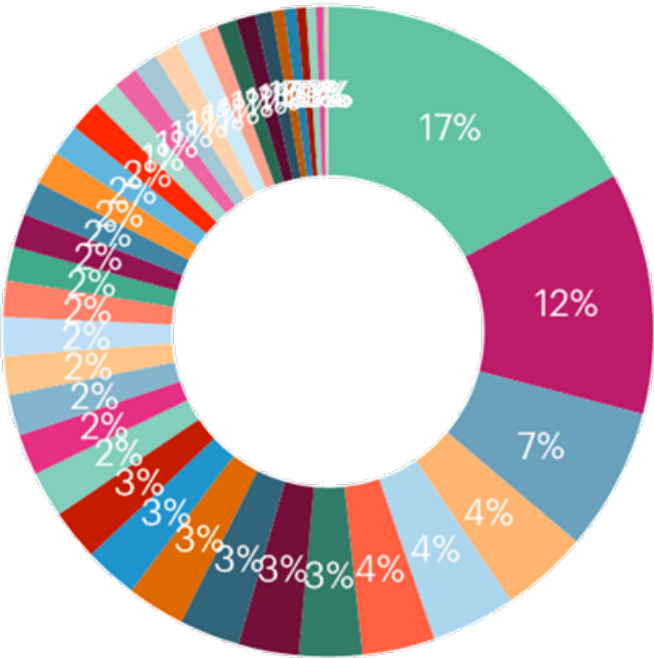


# Final comment - comment themes

## Comment themes

n = 527

Is there anything else you would like council to consider when further developing this blueprint for Te Atakura - First to Zero?



- Rapid, dramatic change - it's urgent
- Prioritise excellent public and active transport
- Deprioritise private cars
- Reduce pollution and waste
- Let's lead the way
- Incentives for carbon reduction
- Make all council plans consistent
- Accessibility and equality
- Address airport emissions
- Nature and green space
- Transparency, accountability
- Education, awareness, individual responsibility
- Low emission low waste food systems
- Local consumption
- Resilience
- Working with other governance bodies
- More corporate accountability
- Technological innovation
- Community and collaboration
- Energy efficient buildings
- Zero emissions transport fleet
- Congestion/emission tax
- Focus on your core services
- Quality of life
- Tangata whenua
- Other
- Wellington's actions won't do anything
- Denser living
- Clean renewable energy
- No fossil fuels
- Private Evs
- Endless growth mentality
- City for people — pedestrian centric
- Circular economy
- Don't do everything
- Car free CBD
- Work commuters
- Intensive carbon sinking
- Climate science denier
- Be more specific

\*Explanations and clarifications for these theme names can be found on page 49.

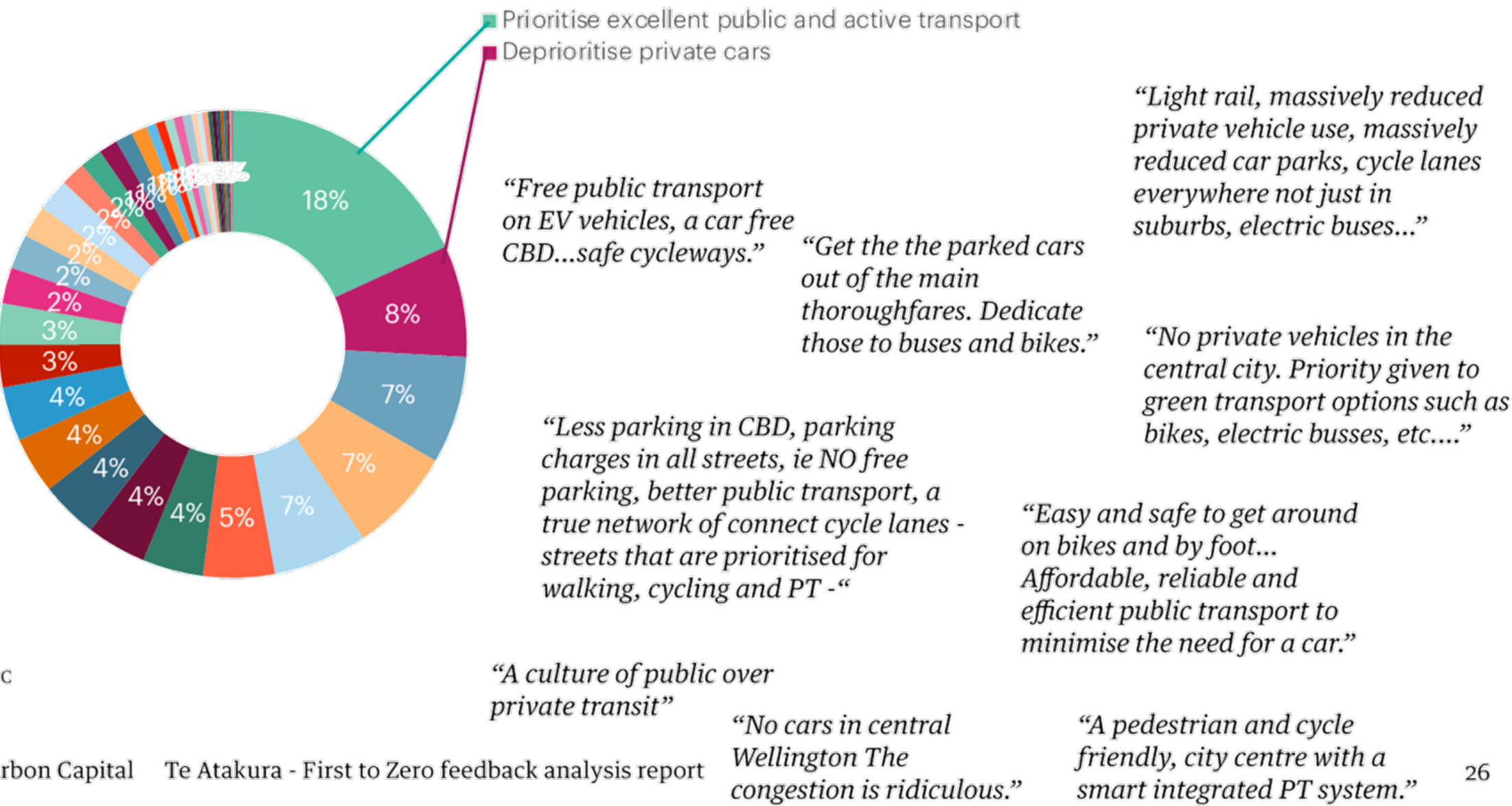


Wellington City Council

# Comment examples - all comment fields

## “Prioritise excellent public and active transport” & “Deprioritise private cars”

n = 615

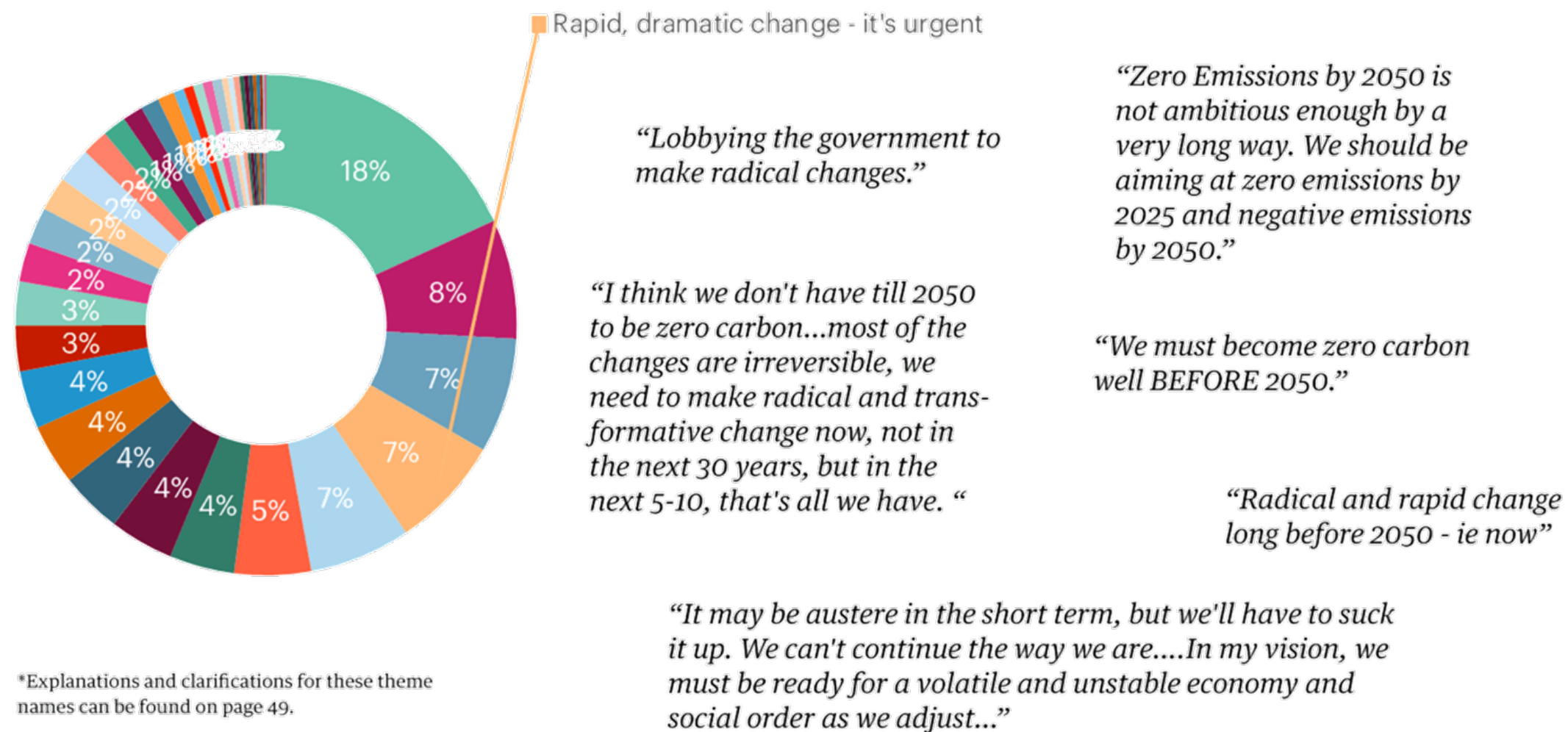


Wellington City Council

## Comment examples- all comment fields

“Rapid, dramatic change - it’s urgent”

n = 270



\*Explanations and clarifications for these theme names can be found on page 49.

Wellington City Council

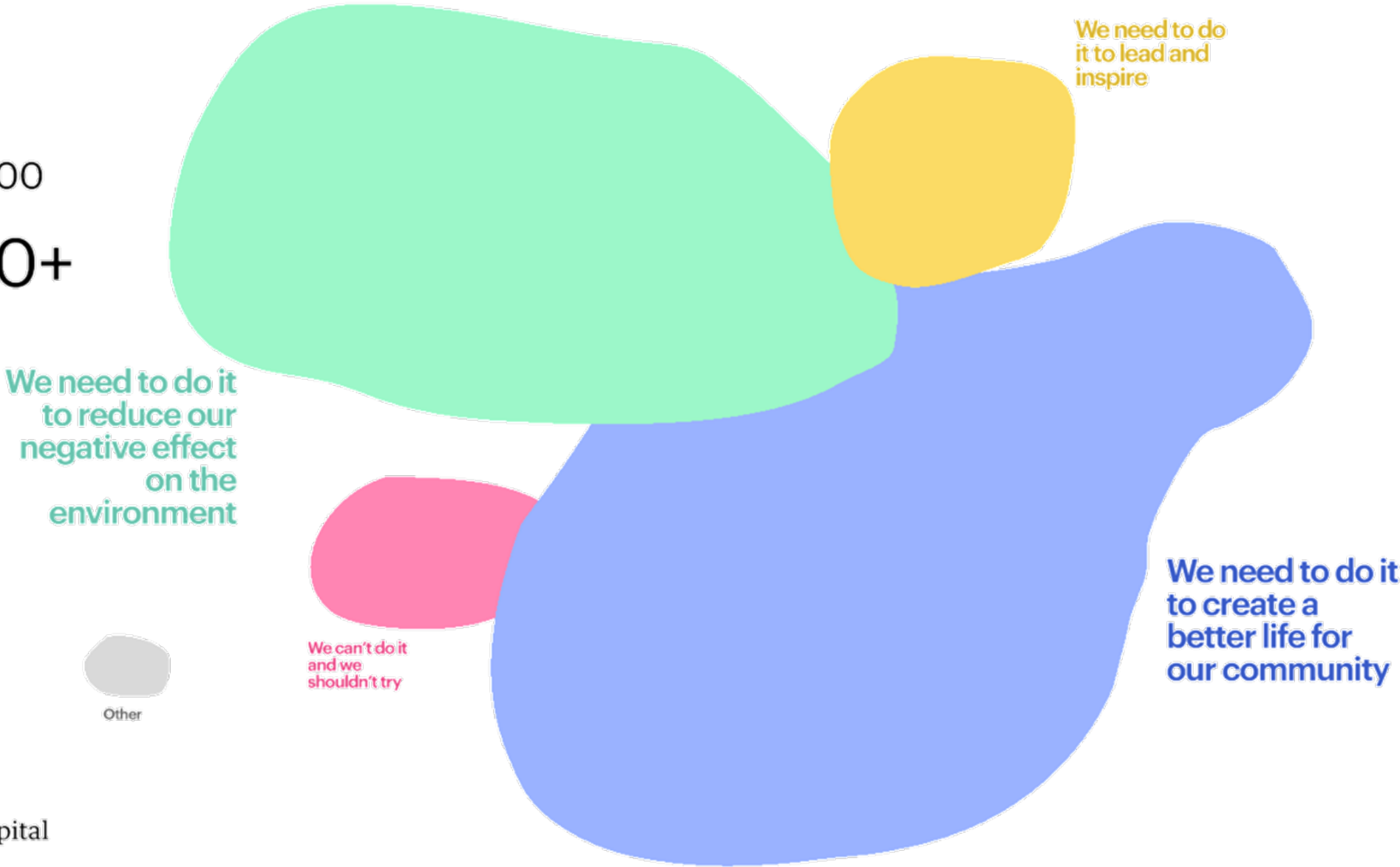
# All comments - theme map

## Why we should or shouldn't go zero carbon

n = 1219

\*Explanations and clarifications for these theme names can be found on page 49.

<20  
21-40  
41-100  
101-300  
400+

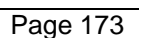


Zero Carbon Capital



## How we could become zero carbon

\*Explanations and clarifications for these theme names can be found on page 49.





Wellington City Council

# Key insights

From all feedback

Wellington City Council

## Key insights

### From all feedback

#### **1. It's urgent. We need to do everything we can and do it now!**

Climate change is urgent and we don't have much time. We need to take dramatic, transformative, and urgent action in all levels, all sectors, and all areas of our life starting NOW if we are to stand a chance of success.

#### **3. Flip the transport system on its head**

Our current transport system is not working well for people, for productivity, or for the environment.

We need to deeply change the fundamentals of the way we move. This means dramatically reducing street space, priority, and subsidy for private car travel, and making huge moves toward providing much more street space, priority, and subsidy for a transport system that puts public and active modes first.

#### **2. There are so many good reasons to prioritise becoming zero carbon**

We should prioritise becoming zero carbon because:

- It will improve the community's quality of life and make the city a better place to live
- We have a responsibility to reduce our negative impact on the environment
- It will lead the way and inspire others to do the same

Wellington City Council

# Who we heard from

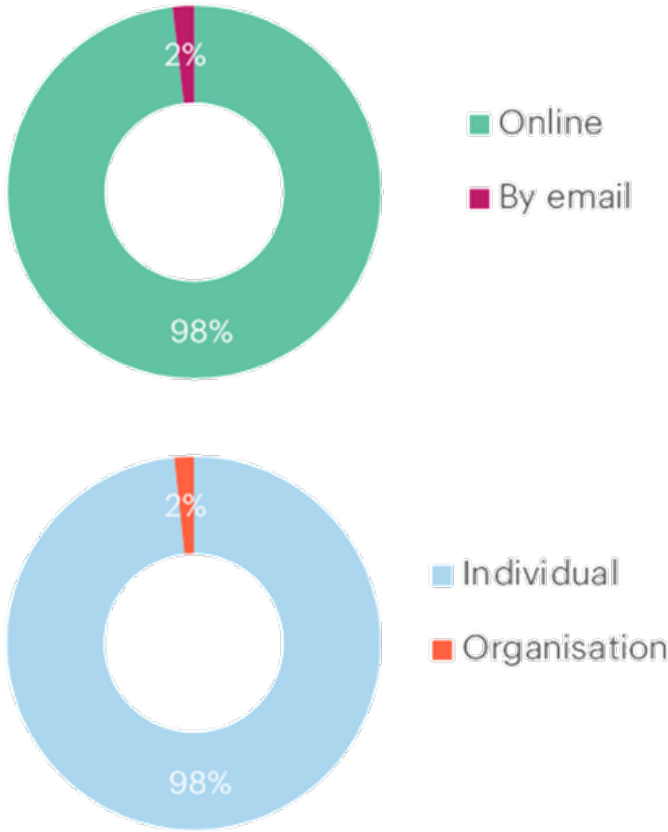
## Demographics

Wellington City Council

# Submissions Demographics

1288

submissions total



## A list of organisations that we heard from:

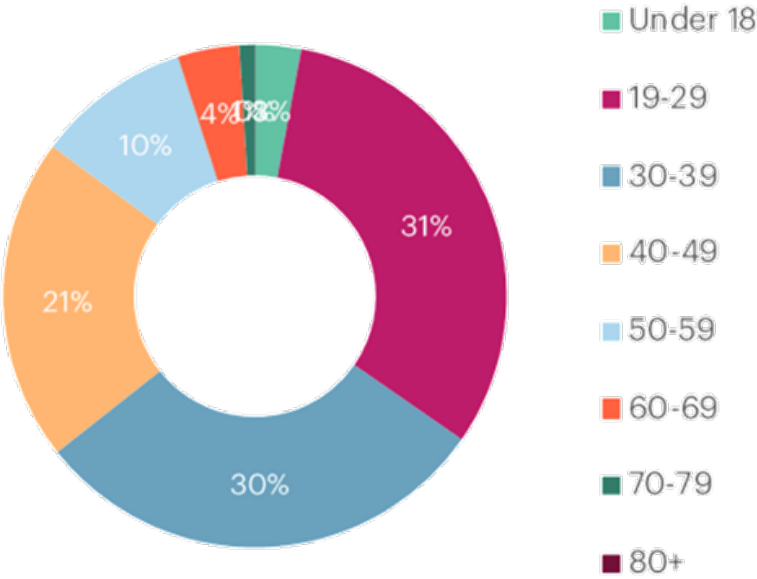
Air New Zealand	New Zealand Green Building Council
Common Climate	Newtown Community & Cultural Centre
Cycle Wellington	Newtown Residents' Association
Doctors for Active, Safe Transport	Planit Construction
Drive Electric NZ	Powerco
Environmental Reference Group	Regional Public Health
Extinction Rebellion	School Strike 4 Climate Wellington
First Gas Limited	Spacecraft a architects
Inner City Wellington	Sustain & Enable Consulting Services (Healthier Homes, Zero Waste)
Inspiring Stories	Sustainability Trust
International Climate Safe Travel Institute	Sustainable Business Network
Mt Victoria Residents Association	Te Ahumairangi Hill Ecological Restoration.
New Zealand Green Building Council	Victoria University of Wellington
	Wellington City Youth Council



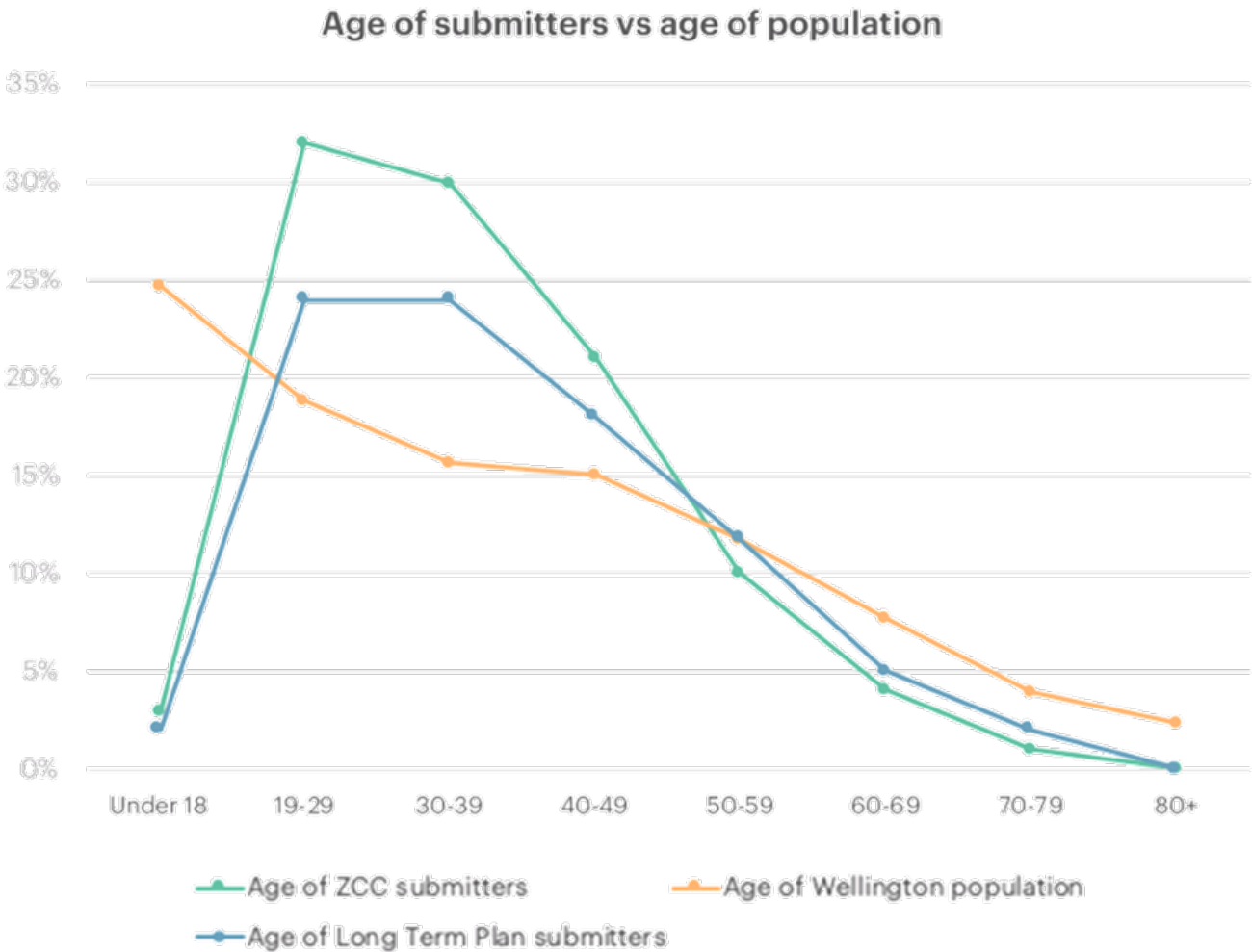
Wellington City Council

# Age Demographics

n = 1237



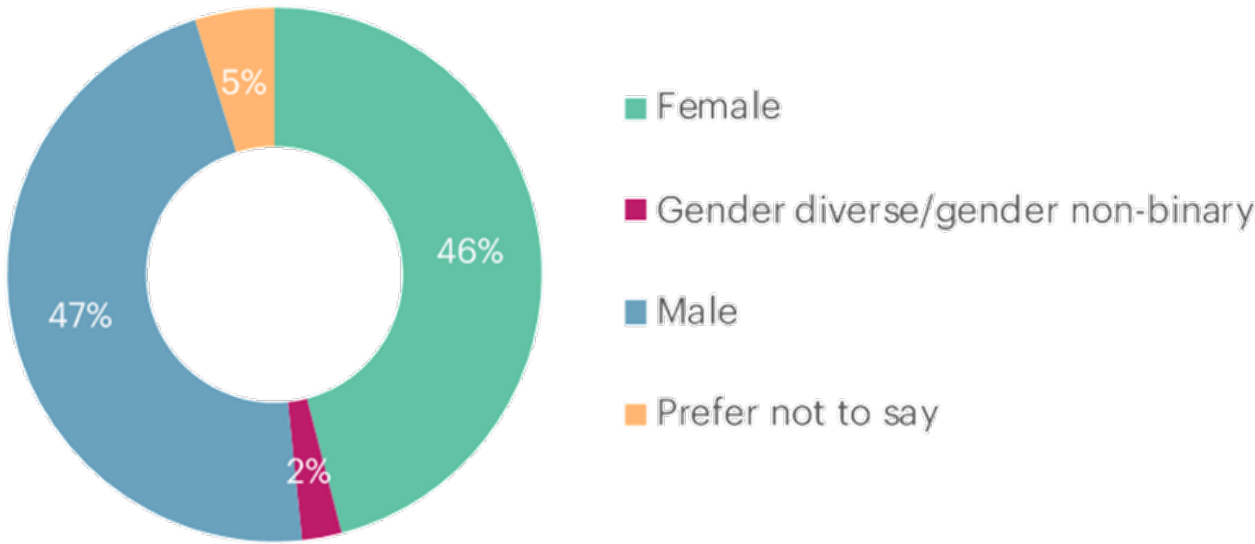
Our respondents on average skewed younger than the general population.



Wellington City Council

# Gender Demographics

n = 1250

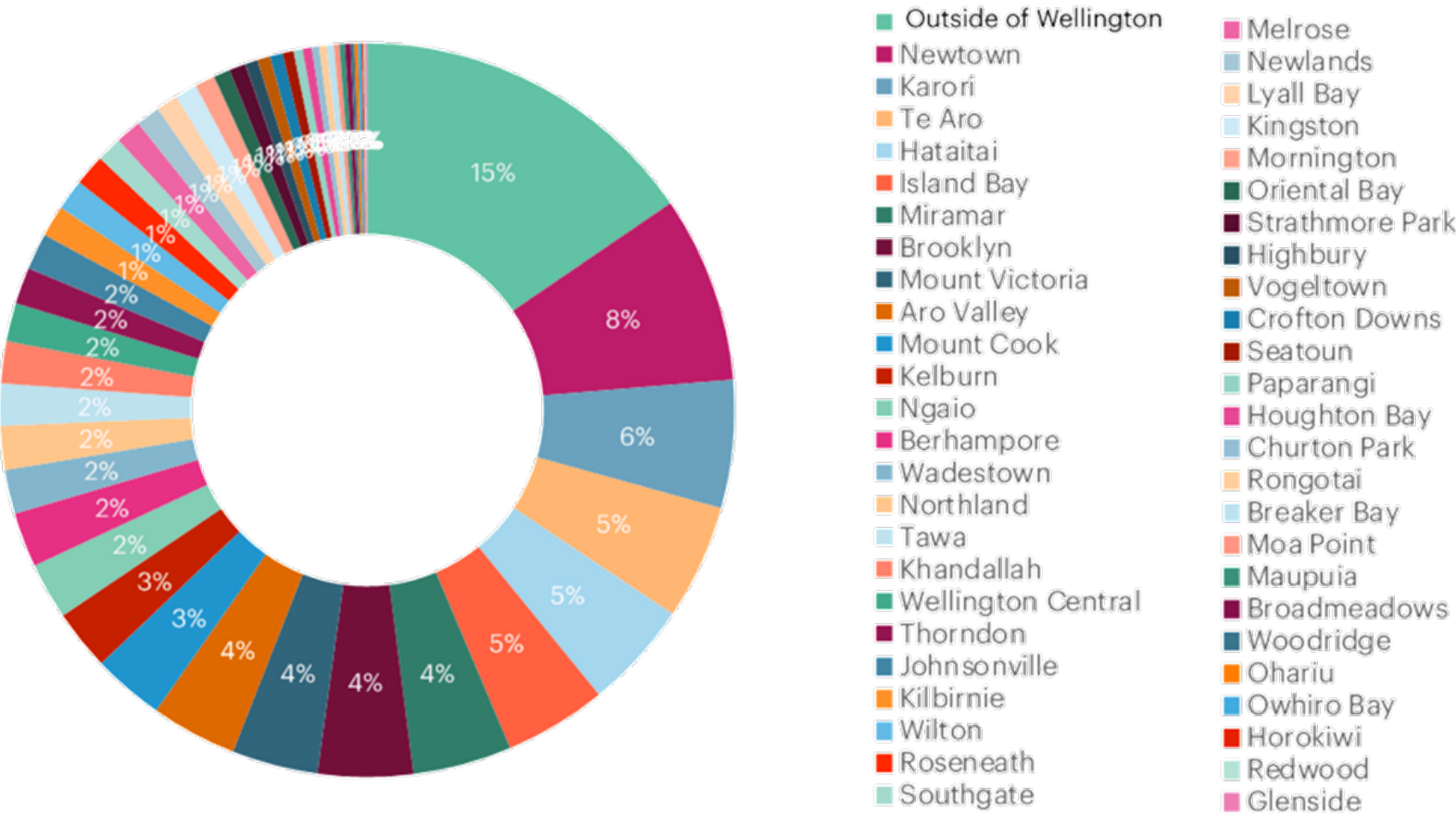


Males were slightly over-represented in our respondents.

Wellington City Council

# Suburbs Demographics

n = 1243



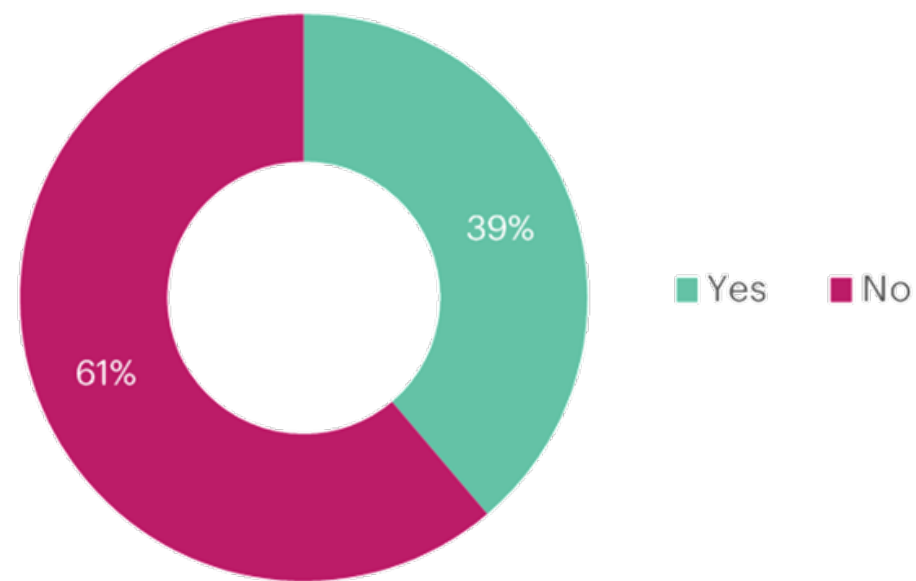
85% of our respondents were from within Wellington city boundaries.

The largest single group of respondents were from outside of Wellington.

Wellington City Council

## Speak to a councillor? Demographics

n = 1244



39% of our respondents said that they would like to speak to a councillor about their submission, if given an opportunity.



Wellington City Council

Uploaded files  
Examples of uploaded files

n = 22

Climate change is a crisis!

**you eat a plant based**

in ONE day you could save:

- 1100 gallons of water
- 45 lbs of grain
- 30 sq ft of Forest

**CIRCULAR PLASTIC ECONOMY**

Green Roofs - So Much More Than Just Aesthetics

So to summarise.....  
I REALLY WANT TO USE PUBLIC TRANSPORT, but.....  
Currently, it just takes too long and is not user friendly. In fact it could be described as dysfunctional.

62 percent of NZ rivers are unsafe to swim in due to pollution

72 percent of NZ freshwater fish species are endangered

highest levels of water-borne illnesses in the developed world

highest proportion of threatened freshwater and invertebrate species in the world

*This pollution comes largely from intensive agriculture and poor water use practices*

**SKOLSTREJK FÖR KLIMATET**

First stage - LRVs from Johnsonville to the Airport takes advantage of existing narrow-gauge tracks.

To Waikanae

To Manawatu

Why I didn't drive to work.....

**We don't have 30 years to reach carbon zero, this is urgent.**

I am most passionate about transport issues for our city. Given the WCC has identified that transport is the single biggest area of climate emissions we have to tackle, how can aggressively reducing car dependency NOT be the number one strategy??? I would like to see effort and initiatives prioritising making transport alternatives to cars (including electric!) more accessible, more equitable, more sustainable, and especially safer. The main areas I would suggest this be taken involve:

- Streets safe for cycling
- Congestion charging
- No new motorist-centric spending
- Electric cars will not save us
- Invest in public transport

This will give central suburb frequency services and drastically improve the regional rail network

Signal priority up Kent/Cambridge place and through the Basin Reserve. Alternative route could be Taranaki Street

The Miramar Loop is critical to the design of the full system as it will keep LRVs flowing back to the outer suburbs

Wellington City Council

# Web analytics

Zero Carbon Capital   Te Atakura - First to Zero feedback analysis report

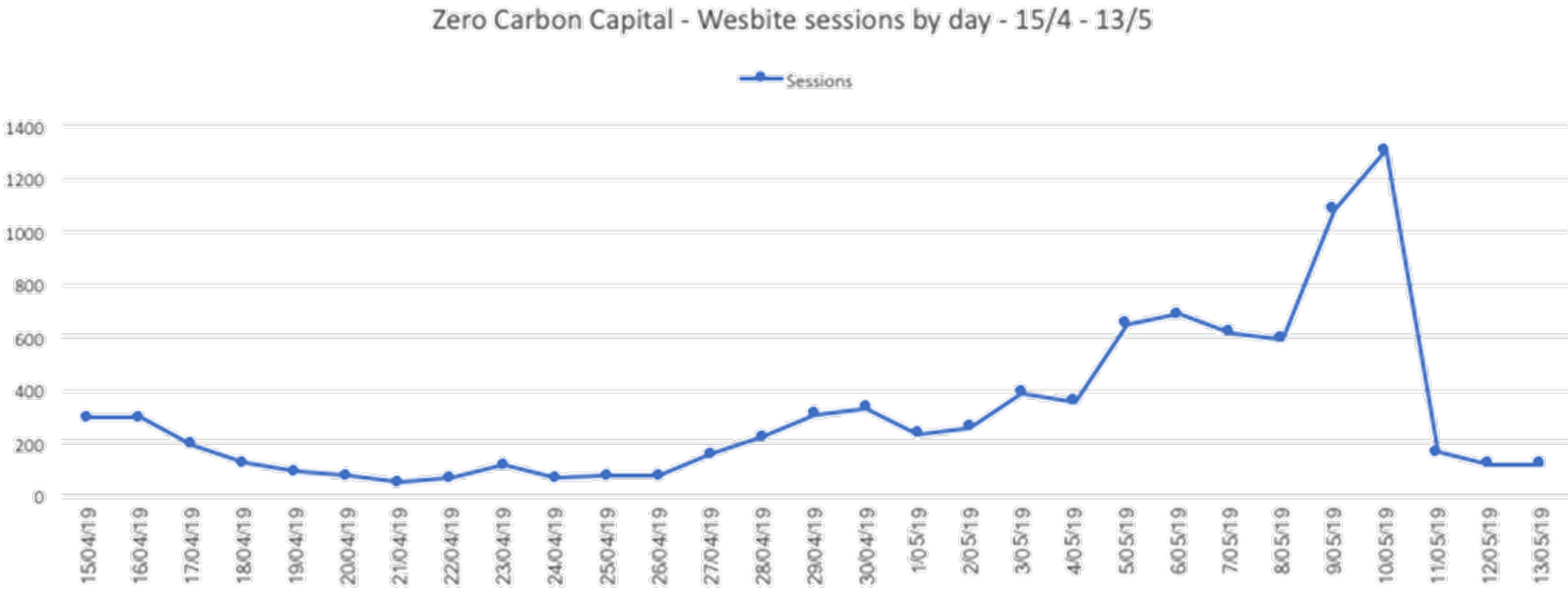
39



# Site sessions

## Web analytics

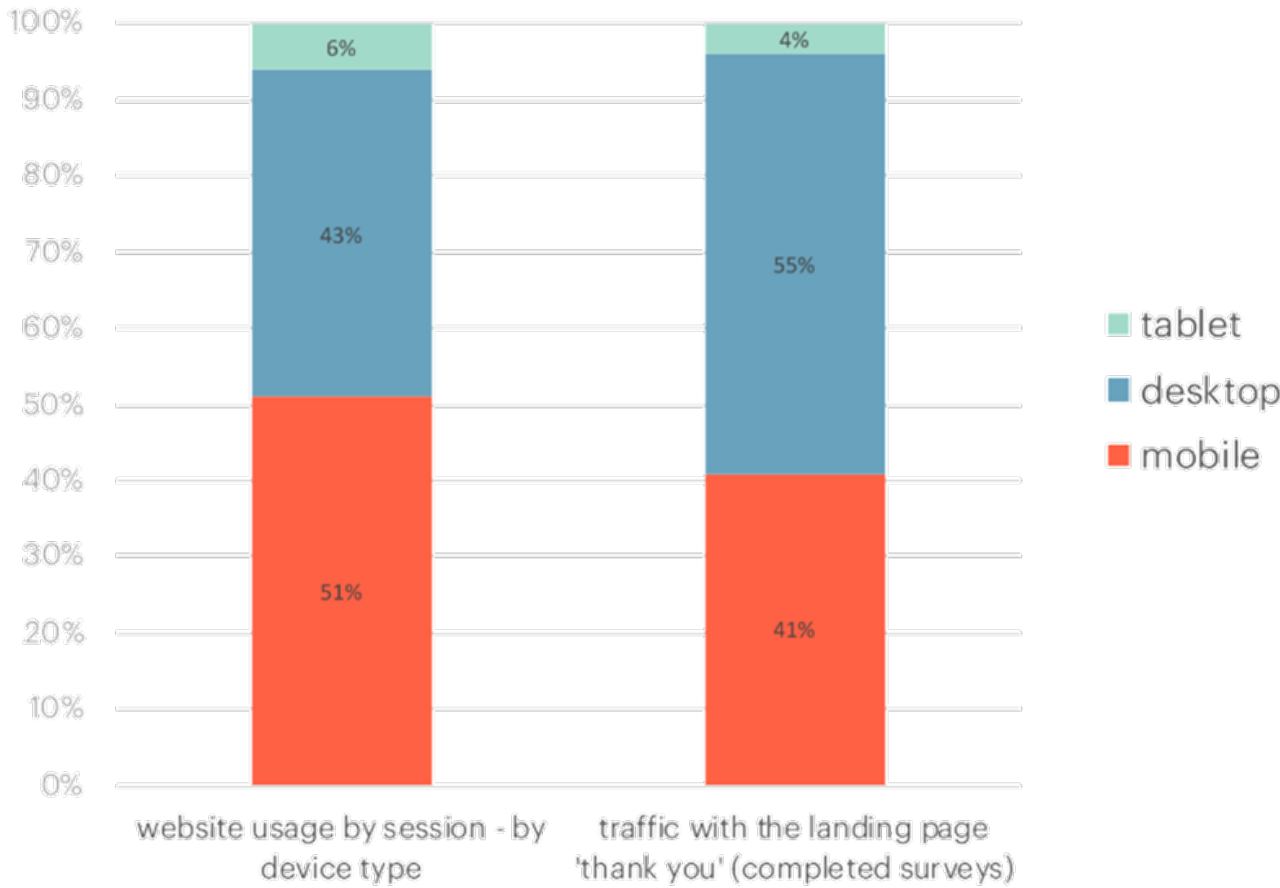
- During the period of engagement, the site had 9,048 sessions, from 6,210 users with an average session duration of just over 1 minute and on average 1 or 2 pages visited per session (excluding filling out the survey itself).
- 50% of the traffic (sessions) was in the final week of the 4-week engagement, with 9/5/19 and 10/5/19 being the biggest days - 12% and 13% of total traffic respectively.



# General traffic

## Web analytics

- General ZCC site traffic during the engagement period was 51% mobile and 43% desktop.
- Site traffic during the consultation with a landing page /thank-you (i.e. they are returning to the site after completing the survey) was 55% desktop and 41% mobile.

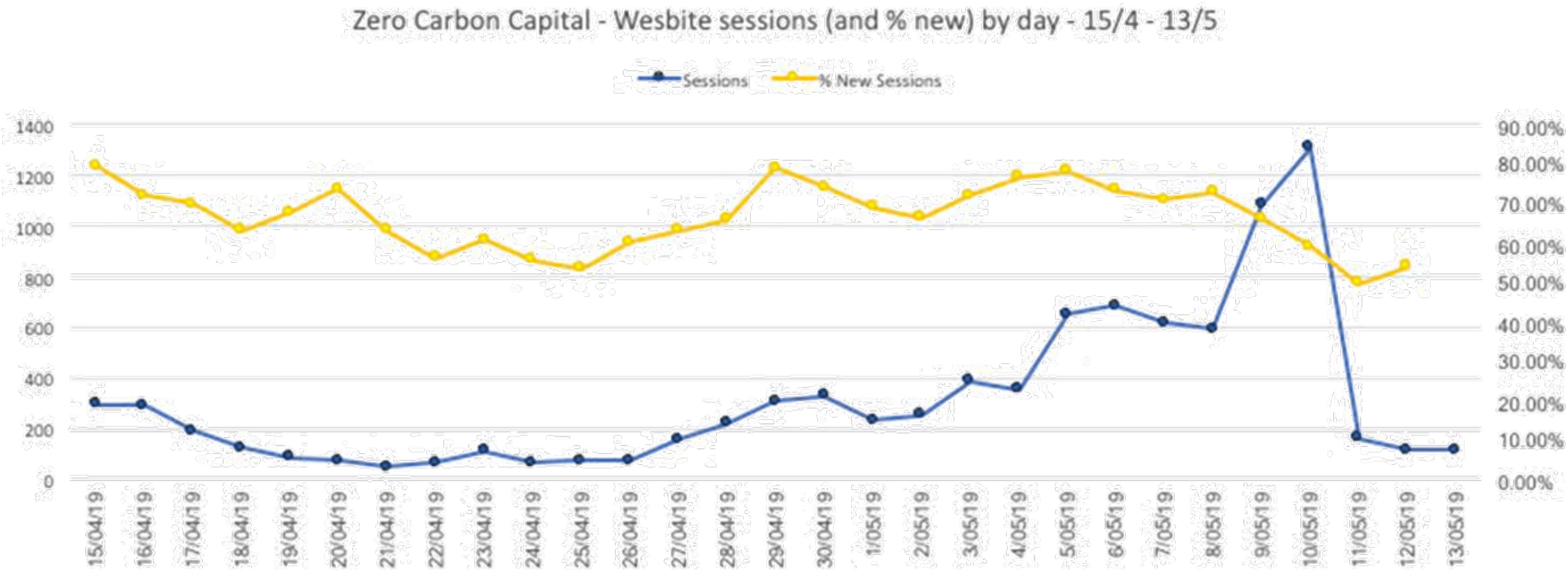




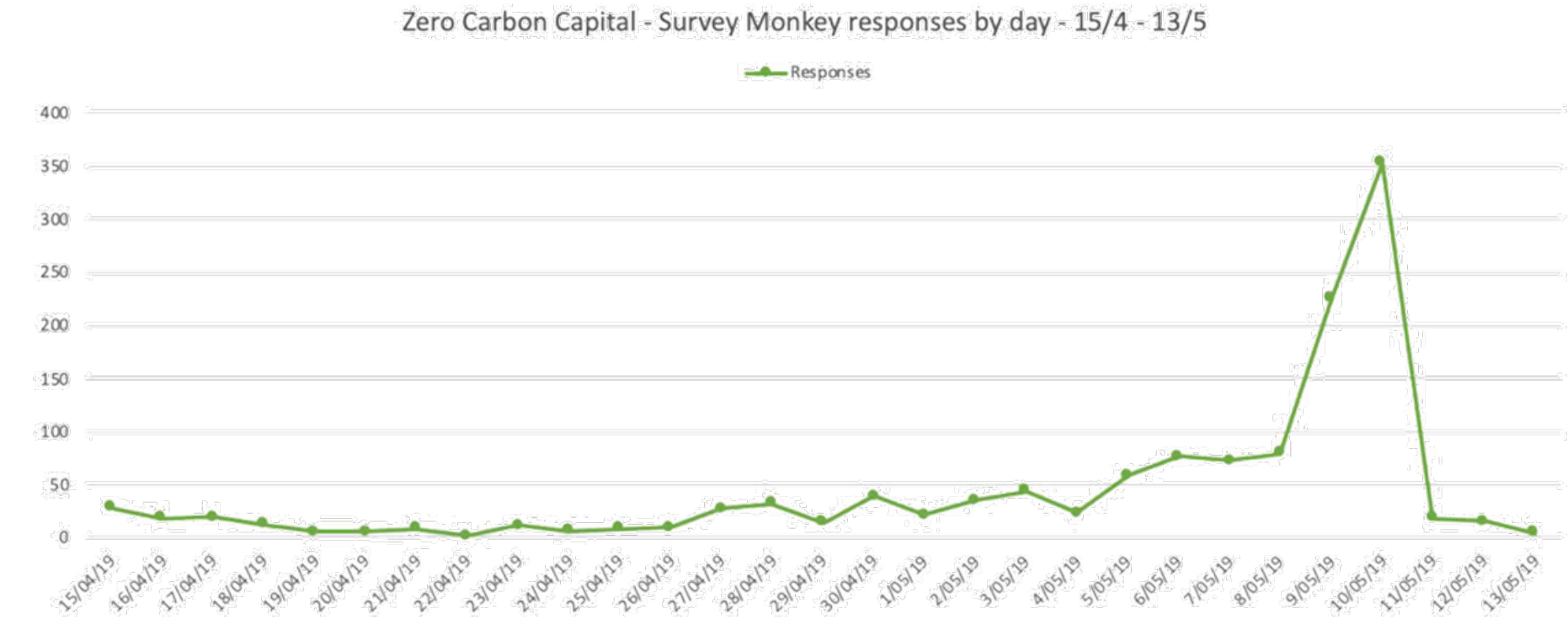
# Proportion of new sessions vs returning sessions

## Web analytics

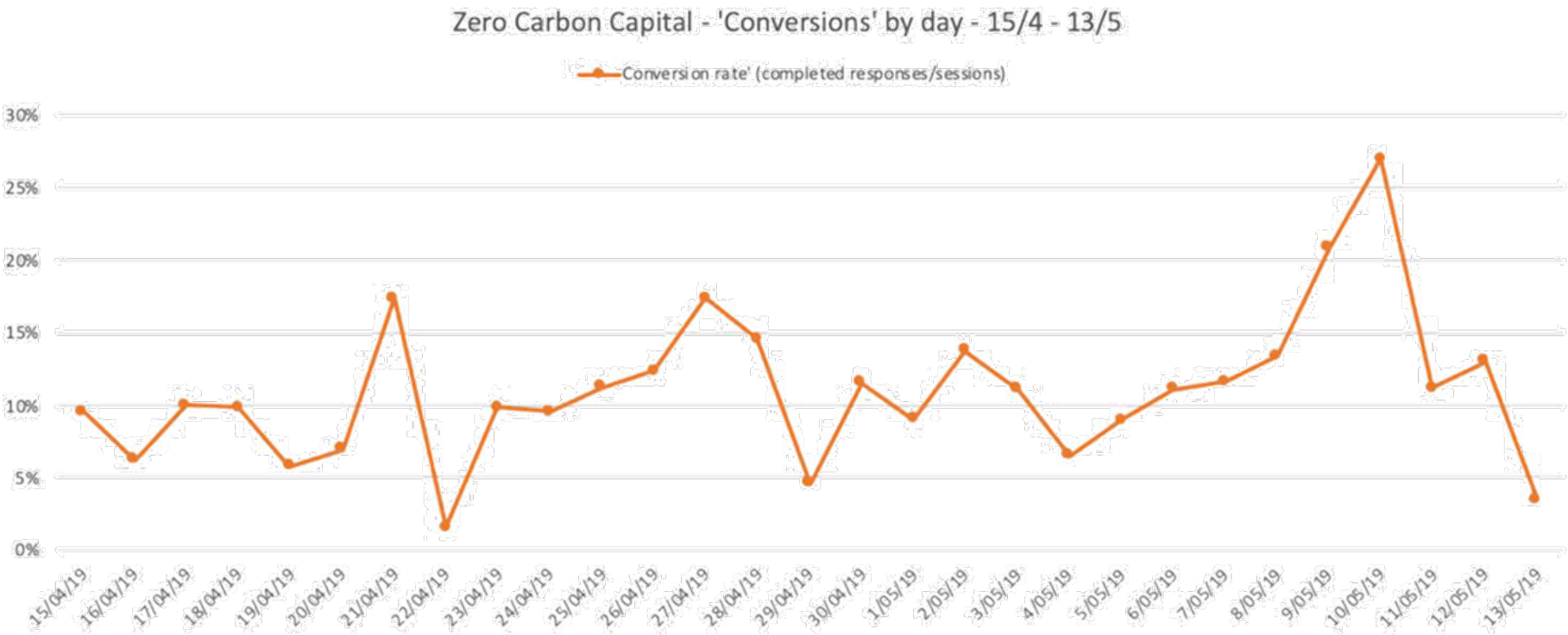
- 2/3 (68.4%) of those 9,038 sessions were new sessions. (N.B. A user’s session is reported as ‘new’ the first time they visit and then every subsequent session in the period is counted, and used to calculate the % of new sessions overall).
- When we overlay the % new sessions by day over the period with traffic (session) numbers generally, we see that the proportion of new sessions (relative to total sessions) remained very consistent, until the final week. In that final week we see traffic ramp up but % new sessions in decline - i.e. a big increase in return visits.



Wellington City Council



The conversion rate (completed surveys / website sessions) was volatile but fluctuated around a relatively consistent level, until the last 7 days of the period.



# Top 10 traffic sources

## Web analytics

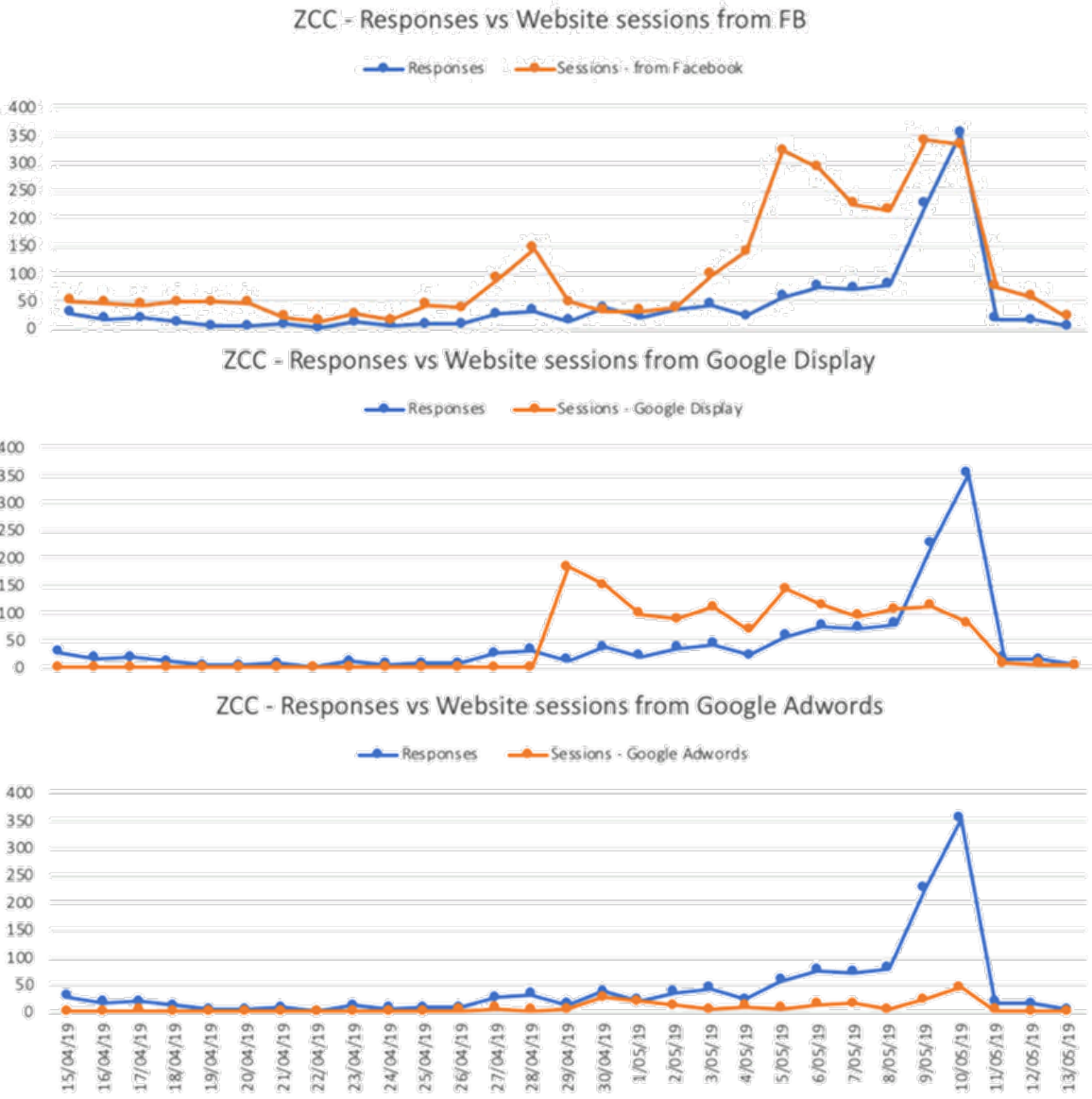
- The top traffic source was Facebook (mobile) (25%), followed by direct traffic (20%), and then the Google display campaign (16%). [N.B. Survey Monkey in the #4 spot below is people coming back to the site after completing the survey.]
- Unfortunately we don’t have visibility (without event tracking and a referral exclusion in place) to isolate the acquisition sources just for the cohort of users who actually completed the survey.

Source / Medium ?	Users ? ↓	New Users ?	Sessions ?
	6,210 % of Total: 100.00% (6,210)	6,186 % of Total: 100.02% (6,185)	9,048 % of Total: 100.00% (9,048)
1. <a href="#">m.facebook.com / referral</a>	1,819 (24.56%)	1,805 (29.18%)	2,007 (22.18%)
2. <a href="#">(direct) / (none)</a>	1,467 (19.81%)	1,463 (23.65%)	1,826 (20.18%)
3. <a href="#">google / display</a>	1,206 (16.28%)	1,201 (19.41%)	1,370 (15.14%)
4. <a href="#">surveymonkey.com / referral</a>	1,087 (14.68%)	64 (1.03%)	1,248 (13.79%)
5. <a href="#">facebook.com / referral</a>	516 (6.97%)	489 (7.90%)	653 (7.22%)
6. <a href="#">wellington.govt.nz / referral</a>	255 (3.44%)	209 (3.38%)	523 (5.78%)
7. <a href="#">t.co / referral</a>	161 (2.17%)	148 (2.39%)	254 (2.81%)
8. <a href="#">google / adwords</a>	157 (2.12%)	135 (2.18%)	200 (2.21%)
9. <a href="#">google / organic</a>	124 (1.67%)	99 (1.60%)	174 (1.92%)
10. <a href="#">l.facebook.com / referral</a>	103 (1.39%)	96 (1.55%)	129 (1.43%)



# Top 10 traffic sources

## Web analytics



- Combining all the different types of Facebook referrals - 1/3 of the traffic to the site came from this source.
- 15% of the traffic came from the Google Display campaign.
- 2.5% of the traffic came from the Google Adwords campaign.



---

Wellington City Council

---

## Top landing pages

### Web analytics

- The top landing page was the ZCC homepage - with around 75% of the traffic to the site entering there.
- The bounce rate on the homepage appears to be very high (80%), however this is because a big proportion of this traffic where the user went straight on to complete the survey would appear as a single page session (because Survey Monkey is being viewed as an external site).
- The #2 landing page was the /thank-you page - however this is users returning to the site after completing the survey, and should have been a referral exclusion so it that it wouldn't appear as an external referring source.
- the #3 landing page was /what-people are saying/ - around 3%.
- Beyond that there was a long tail of other landing pages, each receiving a very small proportion of entrance traffic.

# Top pages

## Web analytics

- Here are the top 10 pages viewed on the site during the engagement period. They account for 84% of all pageviews in that time.
- Outside of the homepage and the survey itself, the most popular content seems to have been that which explains the ‘why’, followed by the ‘how’ and lastly the ‘what’ (i.e. what it actually means to be ‘zero carbon’).

Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances
	12,871 <small>% of Total: 100.00% (12,871)</small>	11,238 <small>% of Total: 100.00% (11,238)</small>	00:02:46 <small>Avg for View: 00:02:46 (0.00%)</small>	9,048 <small>% of Total: 100.00% (9,048)</small>
1. /	7,181 (55.79%)	6,156 (54.78%)	00:02:55	6,023 (66.57%)
2. /thank-you	1,118 (8.69%)	1,083 (9.64%)	00:01:02	1,014 (11.21%)
3. /what-people-are-saying/	1,060 (8.24%)	790 (7.03%)	00:04:21	248 (2.74%)
4. /home/we-need-to-plan/	335 (2.60%)	275 (2.45%)	00:01:37	57 (0.63%)
5. /home/what-is-zero-carbon/	302 (2.35%)	285 (2.54%)	00:02:01	15 (0.17%)
6. /home/why-now/	215 (1.67%)	197 (1.75%)	00:02:06	19 (0.21%)
7. /home/why/	209 (1.62%)	195 (1.74%)	00:01:07	18 (0.20%)
8. /home/why-wellington/	192 (1.49%)	175 (1.56%)	00:01:35	39 (0.43%)
9. /about-the-plan/	128 (0.99%)	121 (1.08%)	00:02:40	23 (0.25%)
10. /home/we-need-to-plan/transport/	116 (0.90%)	109 (0.97%)	00:02:59	8 (0.09%)







Let's Get Wellington Moving – a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the New Zealand Transport Agency – offers a once in a generation chance to improve this particularly for the city centre, south and east. The project aims to integrate all modes of transport in a holistic way whilst improving amenity and liveability in the central city. The scale of investment for LGWM is unprecedented in Wellington – it presents a once in a generation opportunity to create the transport system needed to support a low carbon future.

The south and east are only part of the city. The north is where most carbon comes from, and the west has seen the most congestion growth since 1999. As a result, the Council will also need to focus on enhancing public transport and active modes in the north and west.

**Key considerations:**

- Enhancing opportunities for active transport throughout Wellington
  - Cycling improvements enhance opportunities for the 76% of Wellingtonians who've said they are willing to give biking a try in a safe environment. Additionally, walking facilities give the whole population a chance to have a more pleasant experience.
- Raising the quality, capacity, and affordability of public transport across the city
  - Let's Get Wellington Moving creates an opportunity to improve public transport service in the central city, south and east.
  - The north and west could be enhanced with bus lanes and other improvements tailored to address their daily congestion.

- Develop targets to strongly increase public and active transport use by 2025
  - The Council will develop strong targets in time for the next Long Term Plan to increase public and active transport use. There are many opportunities for more people to walk, bike and use public transport for work and play.
- Sending signals about road use
  - To limit congestion and signal the true cost of driving there is one powerful tool to put in place – user charges. This would help optimise road use between modes, and changes would help a city with no more room to build road capacity manage demand.
- Enhancing development around public transport routes
  - Transit oriented development presents opportunities to build more livable, connected, and vibrant town centres around mass transit stations.
- Decarbonise the vehicle fleet
  - There are multiple types of Zero-Emissions Vehicles (ZEVs): hydrogen, biofuel, but the most common is electric. There is still a great deal of driving in Wellington, and as we go to zero carbon those cars need to change to ZEVs, and soon. Kiwis keep their cars longer than any country in the developed world, so what we're buying now is critical.

**Secondary initiatives:**

**Car Sharing** – Car sharing has become more popular since the Low Carbon Capital Plan was passed and car share policy that set aside on-street space for the use of car sharing firms. Thousands of Wellingtonians now use car sharing services, with 38 cars circulating. We will further explore supporting this essential service, including removing restrictions to its growth such as removing the cap on the number of available car parks open to these schemes, and encouraging the use of such schemes in apartment complexes.

**Electric Vehicle Charging** – Demand for EV charging is growing quickly in Wellington. We've installed three slower chargers at Zealandia, three fast chargers in the CBD thanks to Contact Energy and ChargeNet New Zealand, one slower charger on Bond Street, and have fifty slow residential chargers in progress. In the end, the quarter of Wellingtonians without access to off-street charging should remain the focus as the lack of ability to charge at home is a barrier to owning an EV.

How shall we support people to buy electric vehicles?

**Why support EVs?**

- 38% of our city's emissions come from road vehicles.
- Going all-electric would slash these emissions by 80%, and will do so even more with 100% renewable electricity.
- The technology is proven and becoming more prevalent and affordable.

**What should we do?**

Incentives	Charging	Perks
<b>Purchase Subsidy or Feebate</b> - Central Government	<b>Fast Chargers</b> - Private sector	<b>Free Parking</b> - Local Government
<b>No Road User Charges</b> - Central Government	<b>Charging at home</b> - Homeowners (70%) - Local Gov't (30%)	<b>User Charge / Fossil Free CBD</b> - Local Government
<b>Vehicle Import Standards</b> - Central Government	<b>Town Center / Destination Chargers</b> - Businesses - Local Government	<b>Carpool / Bus lane use</b> - Local Government



**Our City**  
*Tomorrow*

# **Te Atakura First to Zero**

Wellington's blueprint for  
a Zero Carbon Capital

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







Whakataka te hau ki te uru,  
Whakataka te hau ki te tonga.  
Kia mākinakina ki uta,  
Kia mātaratara ki tai.  
E hī ake ana te atakura he tio,  
he huka, he hauhunga.  
Tuturu whakamaua kia tina  
Haumi e! Hui e! Tāiki e!

Get ready for the westerly  
Be prepared for the southerly  
It will be icy cold inland  
And icy cold on shore  
May dawn rise red-tipped  
On ice, on snow, on frost  
Behold, the essence of life!

“I’m part of this  
extraordinary beauty.  
I bind myself to this!”

- Justice Joe Williams



# Our City Tomorrow - Zero Carbon Capital Programme

The council's *Our City Tomorrow* programme is an extended project to understand - and then realise - the vision Wellingtonians share for the long term future of our city. Our ten-year budget plans lay out key directions for our immediate spending, and consider the findings of the original *Our City Tomorrow* consultation. Out to 2050, however, *Our City Tomorrow* sets a path and executes core projects with an extended timeframe for implementation.

The key tenets of *Our City Tomorrow* are fivefold. Wellingtonians want to live in a city that is:



Compact



Inclusive +  
Connected



Greener



Resilient



Vibrant +  
Prosperous

All of these are central to what gives Wellington its' existing identity - or aspects of the future Wellingtonians desire. **Three key projects** deliver on these five core areas, but it is worthy of note that many council strategies and policies are captured by these three projects - particularly those that drive change.

1

**Let's Get Wellington Moving** has announced the largest investment in transport in Wellington's history. Beyond that, the nature of the investment is city-shaping - focusing on places and livability rather than treating movement as pure engineering. It has the potential to inspire and support development along an extended mass transit corridor and support active transport.

2

**Planning for Growth** is setting in place the plan for where the city will grow as 50,000 to 80,000 new Wellingtonians come to make their home here. That will first look like a spatial plan for where everyone will live - whether focused on the CBD, the suburbs, or the far flung parts of the city. This will be followed by a full rework of the district plan - a rarity - to establish the detailed rules to deliver on that spatial plan and the broader *Our City Tomorrow* vision.

3

**Te Atakura - First to Zero** establishes Wellington's will to lead to a safe climate future. With 80% of the world's population living in places with a population less than a million, Wellington can carve out a future as a leader on climate issues. We don't do this for recognition - but instead we do it to preserve our way of life. Everything we do as individuals and as a city emits carbon, and with more than 80% of our emissions coming from transport and building energy achieving the goals of *Te Atakura* is inextricably linked with the other two aspects of *Our City Tomorrow*.

## Contents

6	A moment with the Mayor
8	The six big moves for a Zero Carbon Wellington
12	Plan at a glance
14	The Context
24	The Council's role
28	Action
30	Transport
36	Building energy Case study of community carbon
40	Other citywide activities
42	The Wellington City Council Plan
48	Advocacy Case study of another critical actor
58	Adaptation
60	Appendix
63	Glossary



# A moment with the Mayor



By many standards, Wellington is doing well. We've been judged the most liveable city two years in a row, in large part thanks to our environment. Our climate is mild and we enjoy clean air and a wonderful natural environment.

But climate change is upon us and the risks to our way of life are real. We need to act now. If we want our mokopuna to inherit a great city, we must do our part in cutting our emissions.

Previous generations of New Zealanders have led the debate on social change around all manner of issues. New Zealand has managed to change attitudes on issues like smoking, nuclear power and burning coal. It is critical to act on carbon in the same way. Positive change never happens overnight but inaction is not an option.

This generation's most important issue is climate change and securing the future for those to come. We also have a responsibility to act to help the huge number of other species that will be affected by climate change.

Wellington has been a leader in the climate change area in the past. Now we are ready to move to the next step by being First to Zero. This means giving all Wellingtonians information and choices about how to reduce our individual and collective carbon footprint for future generations. It also means not leaving anyone behind. Lower income households will face specific challenges and we will be working on solutions to assist them reduce their carbon footprint.

We look forward to having big conversations with Wellingtonians over the next few years, in particular young people and children who will face the impacts of climate change first hand and mana whenua as Treaty partners.

Wellington is an ambitious city and this is an ambitious plan. Now it is your turn to tell us what we we have got right and what else we should be doing.

  
Justin Lester  
Mayor



"Climate change is upon us and the risks to our way of life are real."



# The six big moves for a Zero Carbon Wellington

1

## Shaping our plan for a growing city

The community has some big decisions to make about how Wellington will grow. With up to 80,000 people wanting to make Wellington their home in the coming decades, there are two options. Grow up - apartments in the CBD, townhouses and low-rise apartments in the inner suburbs and town centres, and abundant transport choice and amenity. Or we can grow out - find new, undeveloped parts of the city to support that growth in. Places where vehicle transport is inevitable and amenity inconvenient to reach. Growing up, unlike growing out, will lead to a zero carbon future.

2

## Getting us moving in all the right ways

The infrastructure that Let's Get Wellington Moving will put in place through its programmes between the railway station and the airport represent a chance for a generational improvement in public transport and active transport. Developing public and active transport infrastructure for all directions is an essential element of a zero carbon future. Once that infrastructure is in place, user charges to signal the true cost of driving and to alleviate congestion is the next necessary step to consider.

3

## Becoming a leader in high performing buildings

Whether it's Council buildings or buildings for others, lifting the performance of buildings is essential. The benefits include potentially lower infrastructure costs, cheaper operating costs, healthier environments, and lower carbon impacts. Existing buildings are harder - supportive advice is a great starting point. The Council has already supported audits for nearly 2% of Wellington's homes through the Home Energy Saver advice service, and is looking to take that up a notch and replicate its' success for commercial buildings if possible.

4

## Giving shared mobility options a lift

For the Council it started with one Cityhop car in 2008, now there are MEVO car share vehicles, scooters, Onzo bikes and who knows what's next. Vancouver has 3500 car sharing vehicles helping them get people out from under car ownership's costs. By population, Vancouver indicates Wellington could see 300 cars on the streets, each taking 10 or more cars off the road as people sell up to join up. All that before counting the shared bikes and scooters, which are bringing a new micro-mobility aspect to Wellington's transport system.

5

## Building a Wellington climate lab

The Council has founded the Zero Carbon Challenge and Climathon with local entrepreneurs and universities, and has worked collaboratively with energy companies and mobility companies. In addition Wellington has used community panels to self-determine options to adapt in places like Makara. Wellington is knee deep in a number of small initiatives to make a difference, but it's time to look for scale and transformative change. We will build a climate lab collaborating with partners around the city and country on solutions to develop best practice on emission cuts and adaptation. Central government, research institutions, and business will all have a place, but like our smart city laboratories of the past, the focus will be place based.

6

## Going for a zero emissions transport fleet

2050 is close. Even when accounting for the huge investments we're making in public and active transport, the car will still have a role, particularly for multiple stop and some longer trips. After all, our cities were designed for more than a century around vehicles. Electric vehicles reduce emissions by 80% compared to their fossil-burning counterparts, according to the Energy Efficiency and Conservation Authority. Given New Zealand's renewable energy assets, a priority is electrifying the fleet. If New Zealand is to convert the fleet quickly Government help is needed. The Council can also play a supporting role by supporting charging and looking at developments to ensure they are taking electric vehicles into account where vehicles are present. Additionally, user charges can be used as influences towards zero emissions vehicles.



## And one big question

It's evident above that a lot of the key actions deal with the car. Living more compactly, adopting shared ownership models, and investing seriously in public and active transport of all kinds. All while electrifying as much of the fleet as possible. The question is this:

**Have we reached the end of the love affair with the car?**





### Protecting and enhancing the domain of Tāne

Wellington does well when it comes to protecting our forests. The Wellington Town Belt and our Outer Green Belt support recreational activity, promote biodiversity, and supply numerous ecosystem services and co-benefits to the city - particularly around managing water.

Working with volunteer groups, we've planted more than 1.7 million trees since the 1990s and our native nursery provides 100,000 more per year for community planting initiatives. In terms of scale, eleven percent of carbon forests planted in New Zealand as part of the Permanent Forest Sinks Initiative are found on Wellington City Council land. But still, we need to do more.

Accelerating the planting of forests on our existing land is helpful, but seeking new land to plant out and help capture carbon from the atmosphere is going to be even more helpful to fulfilling the goals of Te Atakura.

One thing is certain, our natural environment will play a critical part.




12

Te Atakura - First to Zero

Te Atakura - First to Zero


13

# Plan at a glance




## Transport

- ▶ *Let's Get Welly Moving*
- ▶ *Car sharing*
- ▶ *Electric vehicle charging*
- ▶ Dynamic shuttles
- ▶ *Bike and scooter sharing*
- ▶ Travel behaviour change
- ▶ *Pedestrianisation*
- ▶ User charges
- ▶ Parking pricing
- ▶ *Cycleway network*




## Building energy

- ▶ *Planning for Growth*
- ▶ Urban development agency
- ▶ *Home Energy Saver*
- ▶ High performance building incentives
- ▶ *Warmer Kiwi Homes*
- ▶ Allow borrowing against rates for sustainable investment
- ▶ Solar community buildings
- ▶ Zero carbon parks
- ▶ Neighbourhood grids
- ▶ Regulatory process influences




## Advocacy

- ▶ *Mandatory energy use disclosure*
- ▶ *Improving the building code*
- ▶ *Mandate NABERSNZ*
- ▶ *Mandate Homestar*
- ▶ *Consider use of natural gas*
- ▶ *Public and active transport investment*
- ▶ *EV subsidies*
- ▶ *2030 fossil vehicle importation ban*
- ▶ *Reasonable bus fares*
- ▶ *Reliable buses*
- ▶ *Develop biofuels*
- ▶ *Develop Direct Air Capture*
- ▶ *Waste reduction*
- ▶ *Container deposit scheme*
- ▶ *Product stewardship*
- ▶ *Diet change*
- ▶ *Carbon considered in the RMA*
- ▶ *Renewables investment*
- ▶ *ETS improvements*
- ▶ *Procurement*



## Other initiatives

- ▶ Wellington Climate Lab
- ▶ Zero Carbon Challenge
- ▶ Climathon
- ▶ FutureFit
- ▶ GHG Inventory
- ▶ *Consumption Inventory*
- ▶ *Schools Calculator*
- ▶ Sustainable food network
- ▶ *Forestry opportunities*
- ▶ Climate and inequality study



## The Wellington City Council Plan

- ▶ *Sewerage budget*
- ▶ Procurement changes
- ▶ Bylaw adjustments
- ▶ *Improve governance*
- ▶ CDP and CEMARS
- ▶ Landfill activities
- ▶ What might be needed?
- ▶ Climate resilience fund
- ▶ Climate certified bonds
- ▶ Private cycle lanes
- ▶ *Circular economy study*
- ▶ Water meters
- ▶ Green building mandate
- ▶ Green building refits
- ▶ Flexible, carbon neutral gas replacement 2035

- ▶ EV first fleet
- ▶ Sustainable food events
- ▶ *CCO statements of intent*
- ▶ CarbonZero council
- ▶ Energy management KPIs
- ▶ Climate budget
- ▶ Connecting digitally
- ▶ Energy saving investment
- ▶ Green infrastructure
- ▶ Assess embodied carbon
- ▶ More sustainable building engineering/construction
- ▶ *Measurement framework*

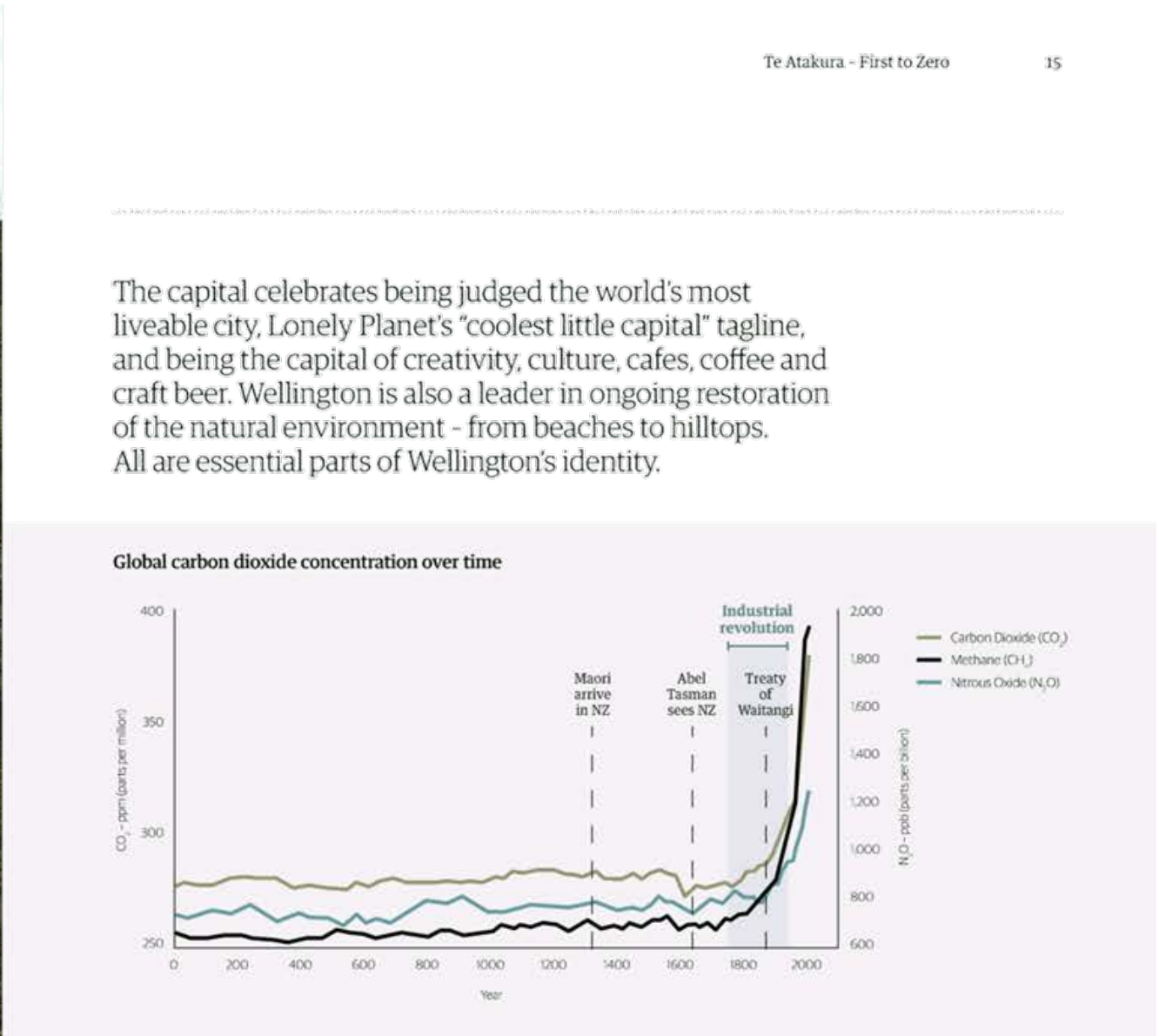
Key:

▶ *Early activity / already underway*

▶ Longer term initiatives

Page 202

Item 2.2, Attachment 2: Te Atakura - First to Zero

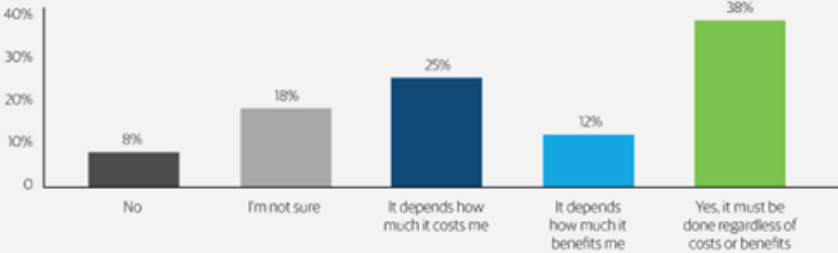


Less known is the achievement of being the lowest carbon city - per person - in Australasia. That's thanks to being a compact city centre (helped by the far-sighted establishment of the Wellington Town Belt, and in recent decades the Outer Green Belt), the country's highest levels of active transport use, public transport use and electric vehicle ownership per person.



That said, there's a problem in a wider context. The most recent Inter-governmental Panel for Climate Change (IPCC) report has given the world 11 years to get serious about sorting out emissions or face serious climate impacts - we need to cut emissions in half by 2030.

Generally, are you personally prepared to help the country reduce its greenhouse gas emissions?



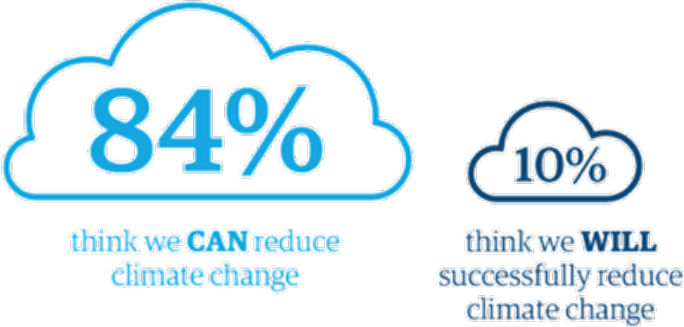
Luckily, there is a momentum for change. According to a HorizonPoll survey, 75 percent of New Zealanders are prepared to support greenhouse gas reductions through personal action if the costs and benefits are right. EECA recently released research that found much the same.

Support is important. A wholesale change in lives - the energy we use, transport options taken, how and what we eat, and how we connect - is a monumental task that can't be done alone.

This presents opportunities, but also challenges - the economy will have to change significantly and those who lead will benefit, not just from a future-proofed economy at home, but from trade that develops as the rest of the world figures out the climate crisis and looks for leaders.

The scale of this change is so huge that it is hard to grasp. That said, one of New Zealand's largest insurers, IAG, found in a survey that 84 percent of New Zealanders think we can reduce climate change. This contrasts with only 10 percent thinking we will successfully do so. The capability exists, but does the will?

Potential as opposed to expectation of mitigating climate change



What gives particular hope is the recent push for a potential Zero Carbon Act to be put in place. Recent national consultation that attracted 15,000 submissions saw a target of zero emissions by 2050 and a climate commission both have more than 90 percent support from submitters. Going by these numbers, there is wide agreement that New Zealand needs to set the right tone.

Wellington has a chance to step into a leadership role as a city with a plan for the future and a pragmatic approach. And we have a good idea of what to do already - lowering emissions is well understood. But there is much more to do in finding better settings for city development, cleaner fuels and climate-friendly approaches to existing buildings. Major behaviour changes will be necessary.

The year 2050 may seem like a long way off. But decisions made now define whether the world left to kiwi kids will be hurting a little - or in bad shape. That's why thousands of young people recently marched down Lambton Quay to demand action during the School Strike for Climate 2019.

Te Atakura - First to Zero sets out an ambitious series of challenges for us to address to make Wellington the first zero carbon city in Australasia, and to do so as quickly and realistically as possible.

This is an urgent global challenge with only a few years to deal with it. Everything from conversations around the BBQ to conversations at political tables need to account for the challenges to the way things have always been done.

This is an urgent global challenge with only a few years to deal with it.

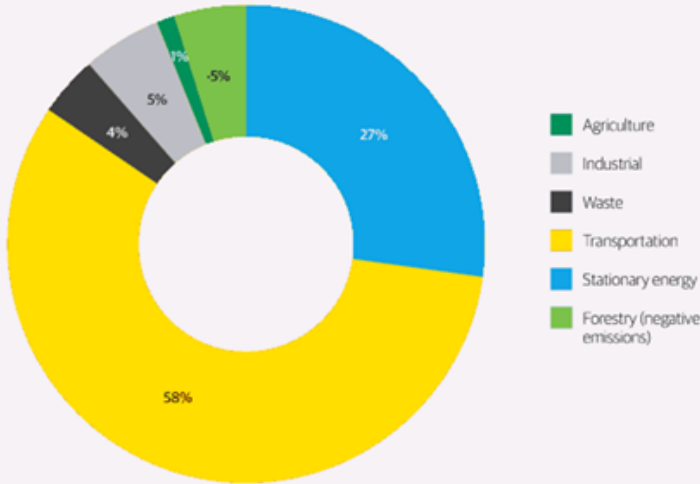
What do we mean by zero carbon?

Much of what makes a city move emits carbon. Moving around by car, turning up the heat, even having a bite to eat or throwing something in the rubbish. Currently, Wellington's emissions are heavily weighted towards travel and energy use in buildings (also known as stationary energy).

It is important that we understand that emissions are currently measured at the point of production. So

our measurements exclude the emissions embodied in food and manufactured products created outside of Wellington. This is true of almost all cities and how they measure carbon, and someone living in Wellington is just as likely to want a burger as someone living in Westport. It is transport and land use that cities can primarily affect.

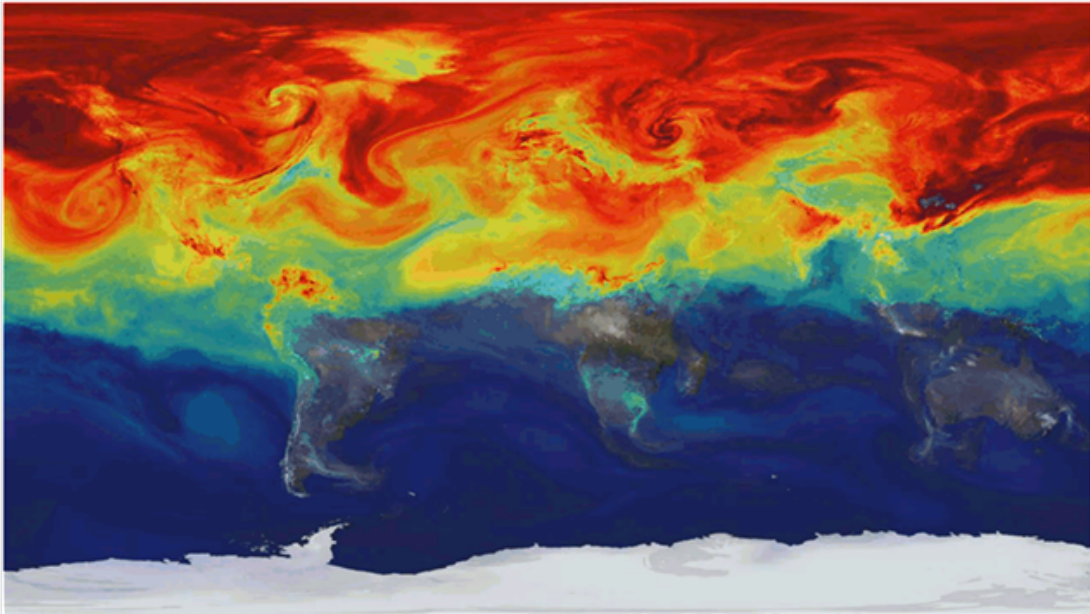
Wellington City's 2014/15 emissions breakdown



- Taking into account Wellington's emissions, zero carbon is quite simple. We need to support changes in the city that reduce the emissions we create. This means:
- Designing a city that is less focused on lots of travel and giving people real affordable choices around walking, cycling and public transport
  - Supporting a more sustainable, compact, liveable city
  - Providing varied, high-quality low-emission housing options
  - Switching off fuels like petrol and natural gas
  - Focusing the system on ways to avoid disposable products

- Dramatically reducing waste to landfill, and
  - Having a look at individual issues like diet, travel, and emissions from goods and services we get from elsewhere.
- Zero carbon can be achieved, but it will require enormous change from all of us. Planting trees to capture carbon from the atmosphere will be required. There isn't enough land to offset Wellington's current emissions, but with strong effort in the other areas, the city could achieve the goal with locally planted forests in the future.

Why the urgency?



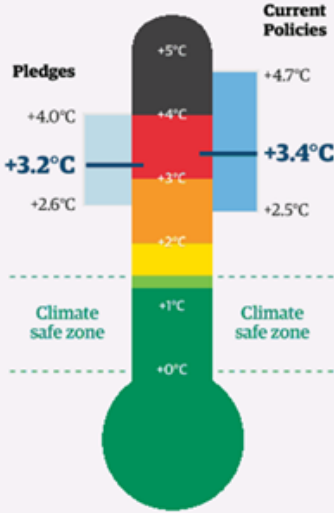
Simulation of carbon dioxide in the atmosphere Credit: NASA/GSFC

Keeping in the "climate safe zone" of a 1.5°C world is very unlikely, according to the latest research. The IPCC's 2018 report indicates what is ahead if the world cannot keep well below 2°C of warming: hundreds of millions suffering food and water shortages; mass migrations and resultant conflict; significant biodiversity loss, including 99% or more of the coral reefs across the planet dying; and disruption of natural processes like storms and rainfall across the planet. Other studies show permanent GDP reductions will be 3 or more times worse than the 2008 great recession.

Considering the world is on a pathway for a 3.4°C rise, the IPCC report issued a stark warning out of character for scientists - it noted the world is "well off track" to keep in the climate safe zone.

Letting the 'unthinkable' happen is not an option, and cities have a part given they are the source of more than 70% of emissions. Here in Wellington City, the same is true. Given the substantial human, financial and natural impacts of climate change, the responsible path is to act now, act strongly, and act for collective impact.

Predicted temperature increase by 2100 - pledged versus current policies



Source: Adapted from Climate Action Tracker



# "Nations talk; cities act."

- Michael Bloomberg, former Mayor of New York City

## Why Wellington?

Wellington makes up a small proportion of emissions in the grand scheme of things, but 60% of global emissions come from small places outside of the U.S. and China, so we all have to do our part to reach our goals. In addition, being small doesn't avoid the challenges.

In Wellington, the effects of climate change are here: low lying areas and flood prone areas like Makara, Kilbirnie and Tawa face challenges now and Tangaroa is taking back some of the reclaimed land in the CBD, where basement pumps are beginning to be swamped by the water table. Our underground stormwater network is already badly stressed in some areas - struggling to drain even at the best of times. Insurers have told Council that they will not cover for climate change because it is not an unexpected or accidental event, which has serious implications. These early impacts are more motivation than ever to look towards a zero carbon future. They also serve as a warning. The impacts later in the century - particularly of sea level rise - will prove more real as water laps at our gumboots. But they will prove more real to our wallets as well.

The Council has not stood still and is investing many millions of dollars into seawalls, larger stormwater pipes, and better infrastructure to protect public

property. We are also starting to talk with communities about if and how we can protect them in the future. In some places pulling back from the coast might be necessary eventually. Acknowledging this, each time infrastructure is built or regulations change is an opportunity to design for the future and aim for zero carbon.

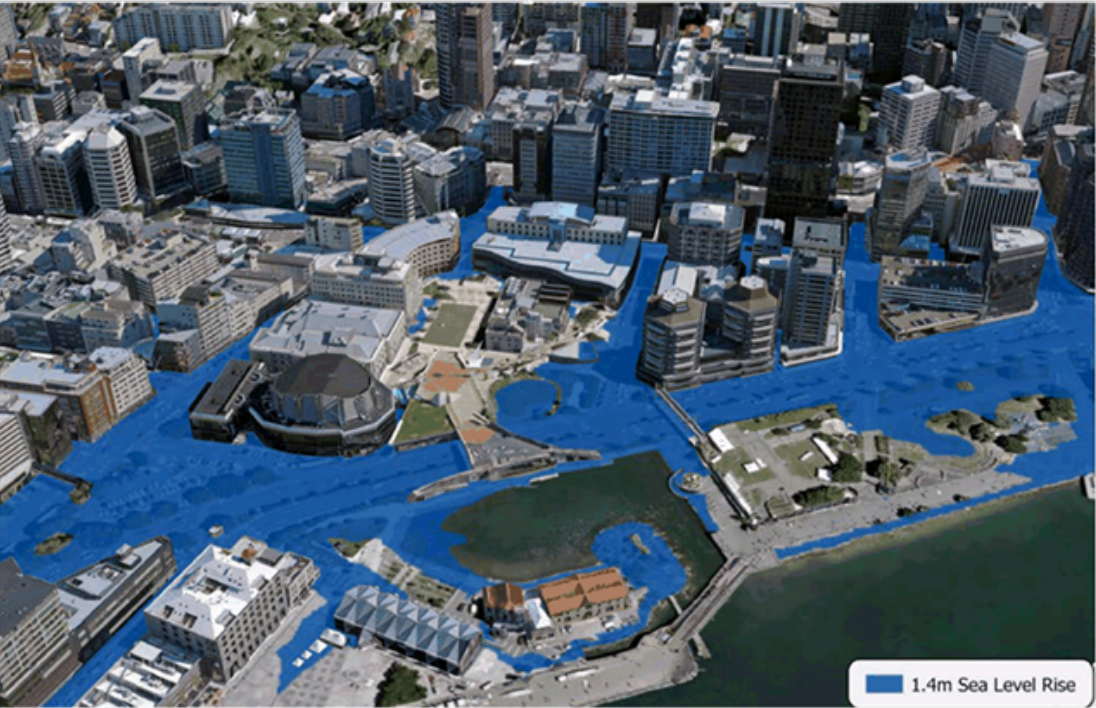
The Council has invested in technology like a 3D virtual reality simulator of how sea level rise could look here in Wellington, and has extensive mapping to show where and how areas of the city might be affected. Some of these climate impacts are already locked in based on past activity, but others can be avoided through the world adopting the challenge of reaching zero carbon.

The maps below are based on the Wellington sea level rise layers set at 1.4m of sea level rise - the "major new infrastructure" level for planning recommended in the latest Ministry for the Environment guidance for local government. This is an understandable scenario in under a century on current trends. While not a projection or a certainty, it is the current guidance. It tells a story of a return to the 1840s shoreline, before land was reclaimed or the Wairarapa earthquake pushed up the land.

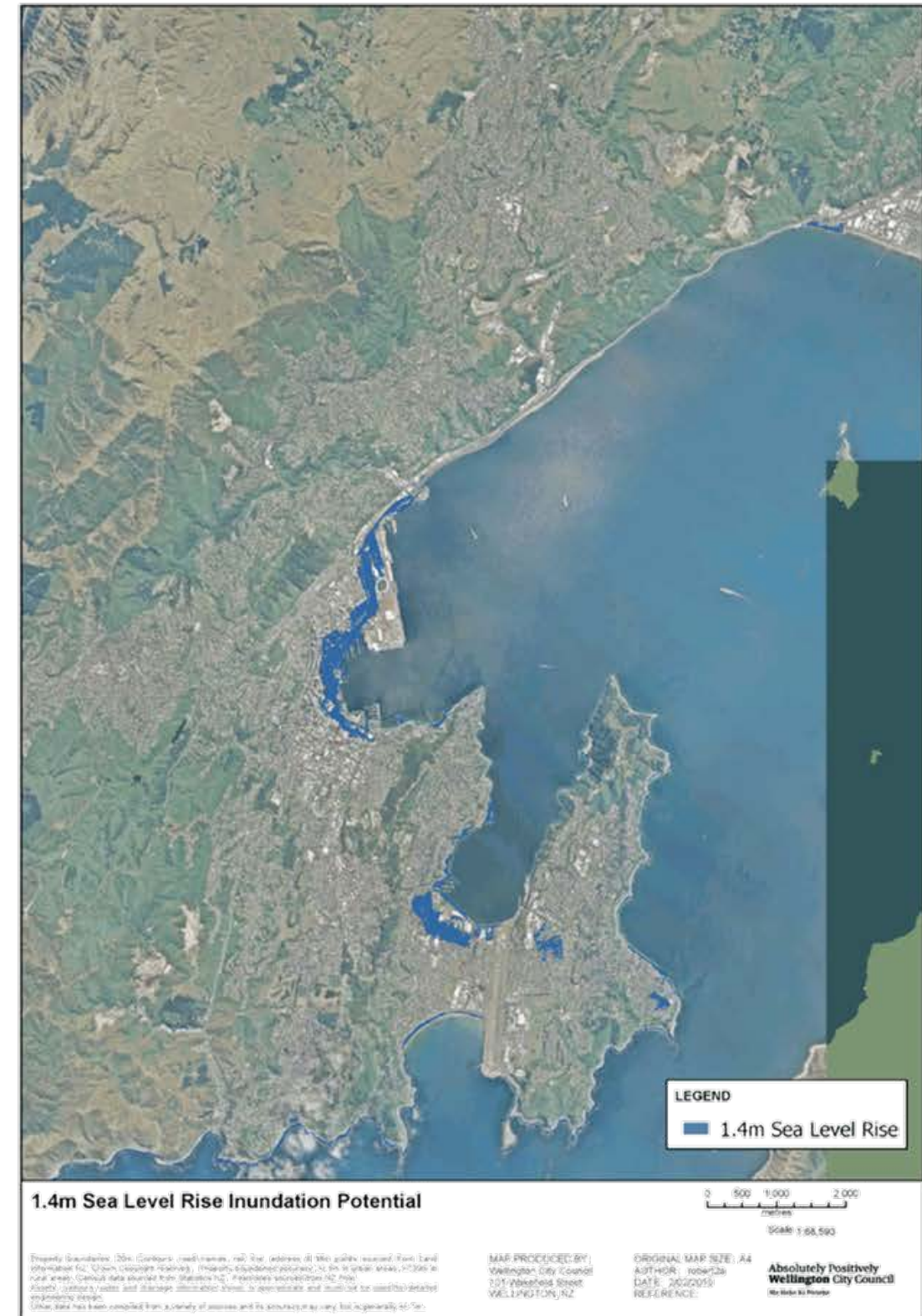
Given 77% of GDP comes from within the central business area, there will be impacts on the economy. This creates another strong reason for change. Given Council's understanding of the property system, a good proxy is the impact on properties rather than business - in this respect Wellington will see three key localized impacts: approximately \$7 billion in property affected by sea level rise at 1.4m of rise - about 10% of the city's property value. Second, approximately \$1 billion of Council property would be affected. Finally, properties that pay around 25% of the Council's

yearly rates would be impacted. Not only will funding streams be needed to face the challenges posed by climate change, but the funding available to Council to do so will be compromised.

As a connected harbour city with a high income, highly-educated workforce, Wellington is also well-placed to develop a zero-carbon economy. There are expected to be significant economic benefits from carbon zero leadership according to Westpac and the Commission on the Economy and the Climate.











Climate change is everyone's responsibility. While this plan is aimed primarily at the city level, this cannot be in isolation from the commitments and aspirations of our nation or our citizens.



**Climate Equity**

Time is short, which means strong action is needed, and fast. That said, aside from its role in reducing emissions, the Council has a role ensuring the need to support disadvantaged communities is always considered. The Council has to work together with support and partner organisations to ensure

Wellington remains the world's most livable city - regardless of income - even on the journey to zero carbon. Separately, it will be key to support New Zealand's Pacific neighbours to remain where they want to be, though that possibility is becoming smaller by the day.



Making the targets official

Year	Wellington City target	Wellington City Council target
2020	10%	-
2030	43%	-
2040	68%	-
2050	100%	100%

Wellington City has had targets of 80% emissions reductions by 2050 for both the city and the Council for a more than a decade. Those targets are no longer viable. The Council must go further, and in particular, it must go faster.

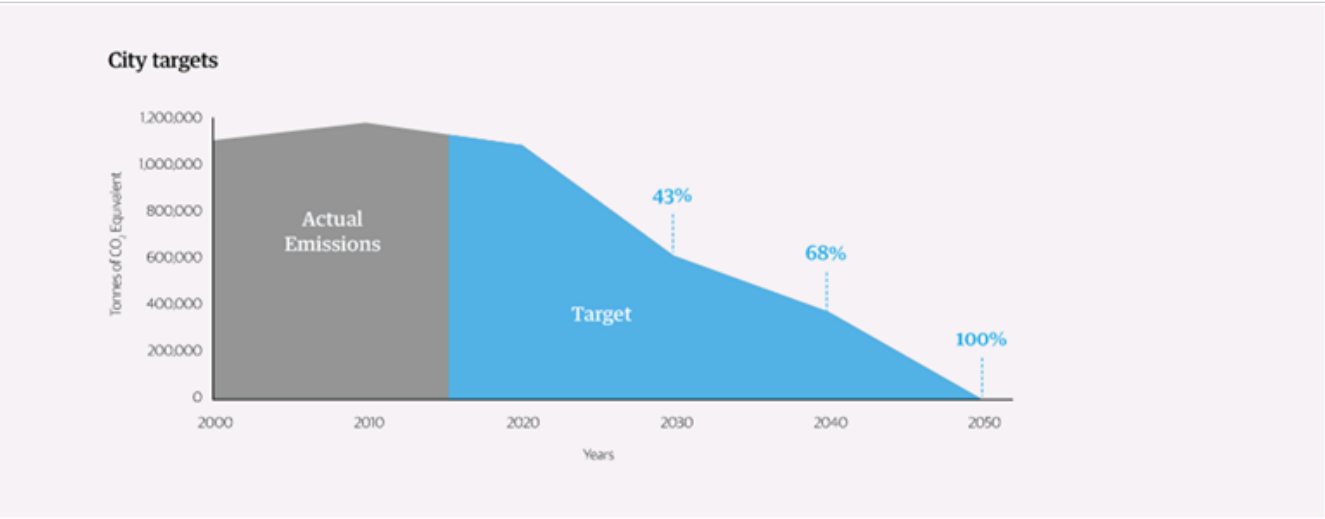
Traditionally targets are set for a target year. This can lead to some delaying action until the target year approaches. The Council needs transformational change that will deliver as much carbon reduction as soon as economically and practically possible.

Internationally the zero carbon standard has been set by leading capital cities like Oslo, Canberra, and Stockholm. Locally the Hutt as an organisation and Christchurch as an organisation and a city have followed suit. In addition to net zero by 2050 targets, the Council acknowledges a greater urgency. In line with the ethos of being First to Zero, the Council aims to act now - there is no time to delay. Both of the Council's new targets are to reach net zero emissions by 2050 with the most significant reductions in the first 10 years.

To achieve this goal the Council will have to reduce emissions across the city, while looking for opportunities to offset and capture carbon wherever possible - through forestry or otherwise.

As the city with the lowest per person carbon emissions in New Zealand, growth in the city's population can be good for the climate. When people are choosing to live here instead of elsewhere in the country or the region where their emissions impact is more severe, there is a carbon benefit.

An important addition to these broader targets is to develop a series of smaller targets for each area such as transport, and building energy. This will be done as part of an implementation plan.



“Zero emissions is an ambitious but achievable goal.”

— Former UN Secretary-General Ban Ki-moon





Transforming  
our city

This action plan will focus on:

- 1. Transport
- 2. Building Energy
- 3. The Council itself
- 4. Advocacy

Given the urgency of the challenge, Wellington will attempt to make significant cuts to our emissions over the next 10 years. To do this, we will work in partnership with many stakeholders - mana whenua, iwi, young people and children, central government, other local authorities, business, non government organisations, institutions and individuals. We can not do this alone.

An implementation plan will be developed in time for the next Long Term Plan to show how we will achieve our aspiration of a zero carbon city. As part of the development of Te Atakura - First to Zero and the implementation plan, we intend to engage with the public in a city wide conversation. It is important that the whole city is on board with this vision of going zero carbon.

Building energy use and transportation make up the vast majority of the city's carbon emissions as measured by emission production - and are highly influenced by where and how we grow. It is also important to start conversations about the goods and services we consume, even though the emissions from these are attributed to the areas where those products are created.

We shape land use through planning rules and transport through investment and incentives. There are significant opportunities in both areas to see new and different ways of growing that transform Wellington as it is to Wellington as it could be.

As a council, Wellington could be doing much better to align with other councils nationally in setting a standard and seeking to achieve a leadership position in leading to a zero carbon future.

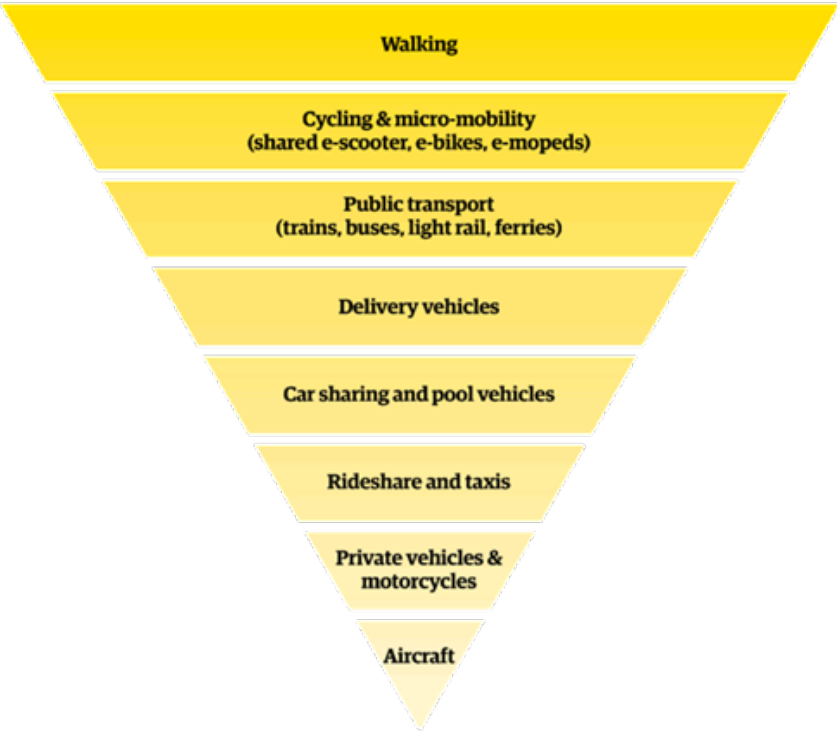


# Transport

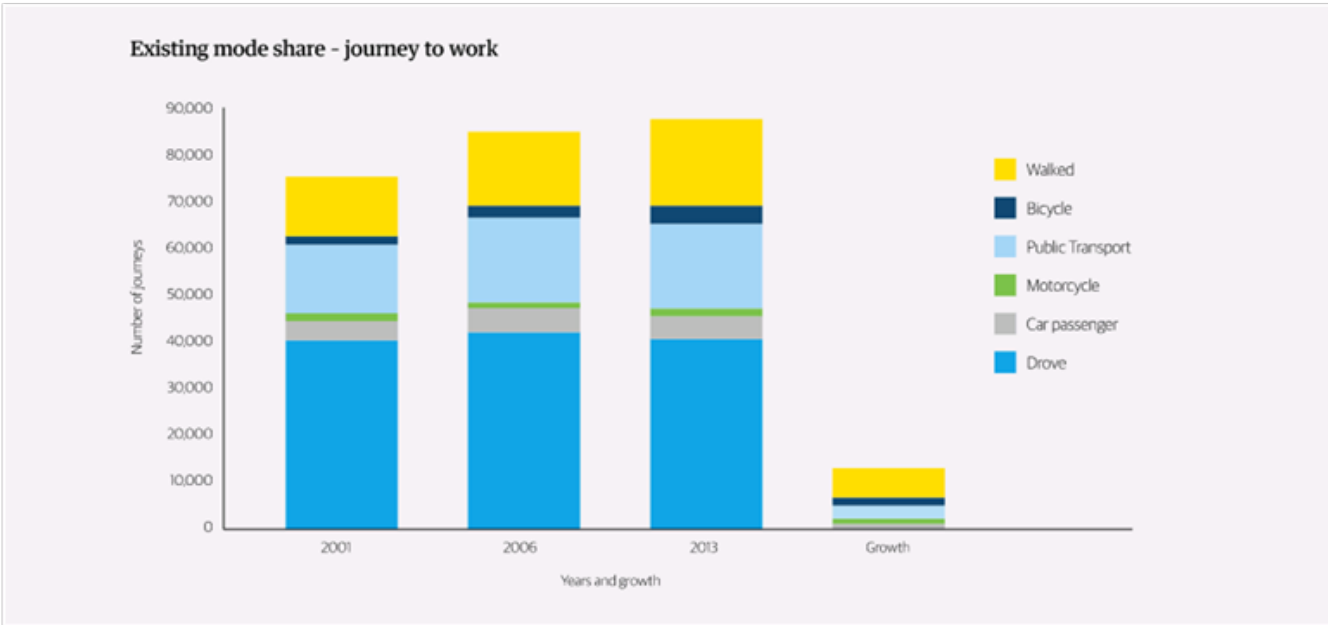
## Keystone Project Let's Get Wellington Moving

Let's Get Wellington Moving potentially provides some opportunities to be First to Zero. Densifying and decarbonising the inner city is a first step. Investing in infrastructure that supports sustainable transport and development in the south and east will help get us towards our goal. Our existing transport system needs

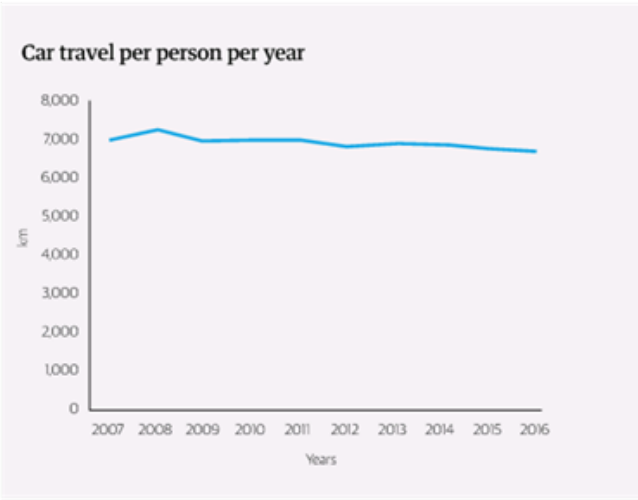
a tune-up to deliver a low carbon future - more public and active transport, as well as more shared modes of mobility wherever possible. Even the simple switching of fuels is a help and needs to be supported where possible.



In Wellington, we can take great pride in the fact that in terms of new commutes, between the 2001 and 2013 Censuses almost all growth for travelling to work was sustainable modes - walking, biking or public transport.



That isn't the whole story. Since 2007 car travel in terms of km per person per year has stayed persistently high. So while the Council is supporting the right decisions for getting to work, for other purposes the system isn't there yet. There is much more to do.





**Dynamic Shuttles** - Shuttles that pick you up from home and are controlled by an app on your phone, integrating with the public transport system have been rising in popularity throughout the world. With our partners we will look to see point to point transport options included in the mix for development as we aim to enhance levels of convenience whilst not undermining public transport.

**Bike sharing and scooter Sharing** - The trials of bike and scooter sharing in Wellington present an opportunity to understand if these modes belong here. Tens of thousands of bikeshare rides later, the key outcome achieved has been introducing new people to biking, and generally shifting the conversation towards enjoyable modes of shared transport whilst being mindful of the need to protect pedestrians.

**Support changing travel to work and school** - We will establish a travel behaviour change programme for businesses much like the one for schools. In other New Zealand cities, advisors coming to the office helping staff on a one-to-one basis has been incredibly effective at shifting employees of local businesses from cars to sustainable transport. In addition to this, we will expand support for our schools travel programme.

**Establish more vehicle-free precincts like Cuba Street, find more spaces to convert to shared use, and detune in town centres and CBD to traffic** - In conjunction with communities that are interested, the Council will seek areas in the CBD and Town Centres where closing down streets or converting to shared spaces and implementing safer speeds will support the vitality and livability of those areas.



**User charges and access** - The prospect of user charges to decongest the road network could also permit incentives for zero emissions vehicles early on and control of other kinds of vehicles later on in the transition to zero carbon. Exempting zero emissions vehicles from paying the charge until they comprise a certain percentage of the fleet might be a sensible approach. We will consider options for getting the CBD free of fossil fuelled vehicles altogether by 2035. If a cordon charge is for some reason not introduced, the Council will explore methods of creating a fossil fuel free zone in the CBD.

**Parking pricing adjustments** - One of the key services council provides to the community is parking throughout the city. Whether for residential, coupon or short stay parking, we will explore a long term plan for tolling higher emissions vehicles via parking charges towards the end of the transition. This may require the assistance of Central Government.

**Building a citywide cycleway network** - Let's Get Wellington Moving will cover some of the city when it comes to cycleways, but ensuring access to safe cycling options across the city will be good for all road users. Taking cars off the road decongests the route for drivers, provides health benefits for new and existing riders, and enhances spend at local retailers.

Ensuring access  
to safe cycling  
options across the  
city will be good for  
all road users.



# Building Energy

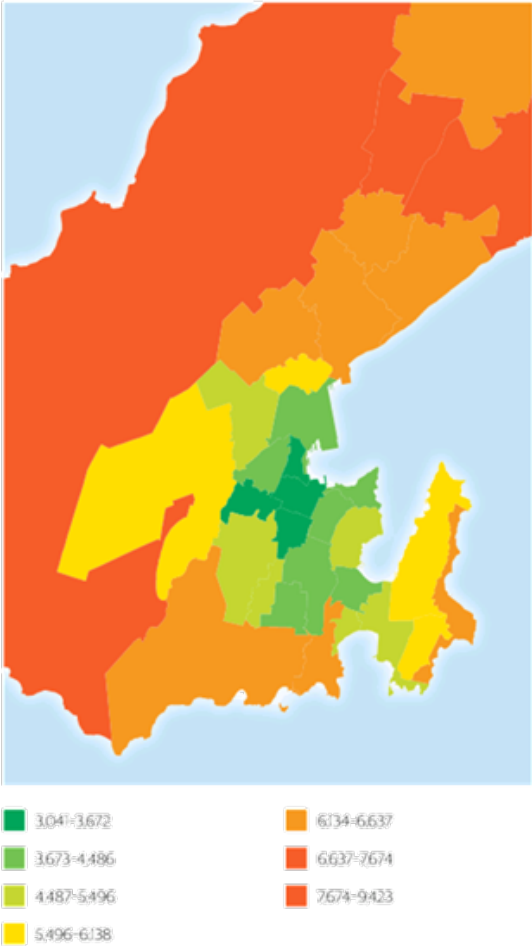
## Keystone Project Planning for Growth

Planning for Growth is a multi-year project that involves the review of the Wellington Urban Growth Plan and a full review of the District Plan. The Urban Growth Plan guides where people will live, while the District Plan guides how we build in each area of the city. The fundamentals behind Planning for Growth are that we will have to welcome a growing number of people who recognize that Wellington is the world’s most livable city and want to make it their home – about 50,000 to 80,000 more people by 2043. That’s a big increase (up to almost 40%) for a city of 217,000.

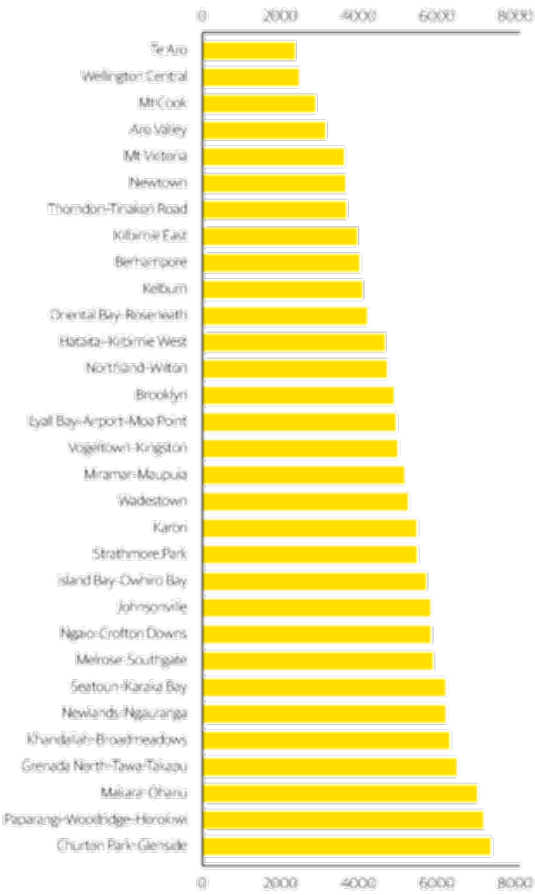
From a sustainability perspective, the more residents the better. Wellington is the lowest carbon city per person in New Zealand, so the more people choosing a low-carbon lifestyle here from elsewhere in the country or in the region, the better it is for overall greenhouse emissions. But there are some potential barriers to providing for this growth within our current plan settings.

The planning for growth process really represents a once in a lifetime chance to direct growth to the right places and set our planning rules to promote not just a compact Wellington City, but a compact Wellington Region by embracing those who wish to make the city their home.

Estimated vehicles km travelled per person based on census responses (Census and WCC)



Car travel per person per year (km)



### Key considerations:

- Relationship to growth
  - Inviting more people to live in Wellington has so many benefits socially, economically and culturally. It also has environmental benefits given our lower carbon lifestyle compared to many places. But it will remain true only if those newcomers live in the inner city, where travel distances are short and walking and cycling are easy ways to get around, or if they locate in more distant areas but use zero carbon transport. Whatever the case, growth in Wellington is more helpful from a carbon perspective than growth elsewhere in the region or elsewhere nationally.

- Maximizing compactness
  - Compact, liveable urban forms result in lower carbon emissions. When shops, jobs and entertainment are nearby there is far less need to travel long distances using transport modes that are unsustainable – and living in denser housing forms uses less energy.
- Reducing the minimum parking requirement
  - Currently the District Plan requires a minimum number of parking spaces for new dwellings except in the CBD and suburban centres. This can make houses more expensive, more difficult to build, occupies useful private land that could be dedicated to more housing or amenities, and encourages driving. The removal of the minimum parking requirement in the CBD has been hugely successful for developments there, and the Council will investigate means to further this concept, given it no longer aligns with the Council’s strategic transport objectives.
- Character areas
  - The character areas in the inner suburbs cover the lowest-carbon areas of the city to live in. These areas are close to many key services and employment opportunities, so sustainable transport is convenient. Many households in these areas don’t own cars. But these areas are also subject to character rules in the District Plan which impede prospects for welcoming more neighbours. Re-evaluating these areas and understanding what definitively needs preservation and where there may be opportunities for more Wellingtonians to enjoy the low-carbon, liveable, walkable lifestyle these areas offer is a critical goal of Planning for Growth.

- District Plan Review
  - As part of the Planning for Growth process, the Council will evaluate a number of potential enhancements to the District Plan to yield positive outcomes. High performance building requirements, minimum car share parking requirements, minimum bike parking requirements for work and home, and other aspects will all be evaluated for their potential to influence outcomes. The review is also an opportunity to better understand how the rules are performing in relation to creating a lower carbon,



higher amenity, and more liveable city. Rules such as height limits, controls on infill development, recession planes and site coverage requirements are among the rules in the District Plan that will be reviewed.

- Minimum/maximum parking restriction per property study

- To support planning for growth, the Council will explore in detail what areas of the city are suitable for minimum parking restrictions. In doing so it makes sense to explore which zones might benefit from a maximum parking restriction to preserve land availability and focus usage on easily available alternatives in such a zone.

**Secondary initiatives:**

**Urban Development Agency** - Since 2015 the Council has grappled with the prospect of an Urban Development Agency to address marginal development prospects in areas like Adelaide Road. A UDA would enable more brownfields development, at higher densities, with more liveability and zero carbon outcomes able to be integrated into its remit. A UDA could also deliver outcomes quicker than the district plan review. Such an initiative is also being considered by the Government.

**Home Energy Saver** – The Council's most popular programme for supporting community climate action for almost a decade has been the Home Energy Saver programme. Each year, 500 Wellington households invite Sustainability Trust auditors into their homes to learn about the key changes they can make to lower their energy use and save both money and cut emissions. Currently the Council is reviewing this programme to see how we can best help households understand what they can do to lower their impact. Council will investigate how to reach 50% of the City's households with this programme by 2029.

### Enhanced high performance building incentives

- Currently council offers a 50% reduction in development contributions to some buildings that meet specific certification standards set by organizations like the New Zealand Green Building Council or LEED. We will review these incentives to ensure they align well with the outcomes sought, what level of certification is required, and what kind of payment could be needed to encourage all commercial buildings to perform as well as they can whether they are new or being retrofitted.

**Warmer Kiwi Homes** - Insulation is the most important element of an energy retrofit for older homes. Warmer Kiwi Homes is targeted at homeowners with a Community Services Card or living in high deprivation areas. EECA provides a two thirds subsidy with additional support from local stakeholders, such as the Council, to further reduce the costs to homeowners.

### Explore borrowing against rates for sustainable household infrastructure - Household improvements

related to energy efficiency deliver tremendous outcomes, ranging from the reduction in carbon to improvements in health. At scale, it could even save infrastructure costs. As Greater Wellington Regional Council already offers this for insulation, we will explore retrofit support options that allow ratepayers to realise their and WCC's low-carbon aspirations using rates as a financing mechanism.

**Neighbourhood Grids** - The Council continues to support the neighbourhood grids programme we are running with Contact Energy and Wellington Electricity. This programme saw 23 Wellington City households in areas with vulnerable substations outfitted with solar + battery power systems and a resilience package that included water tanks, LPG and an energy assessment. In an outage it also provides a base for neighbours to come charge phones and connect with friends, family and emergency services. With another year left on the trial we are monitoring the success of the programme, as well as other opportunities.

**Solar on community facilities** - Building on the positive early experiences of the Neighbourhood Grids project with Contact Energy and Wellington Electricity, the Council will aim to get involved in a number of solar installations in different community contexts - e.g. community centres, or council facilities. Solar, particularly with battery systems, offers the opportunity to create not just sustainability gains but also resilience benefits.

**Zero Carbon Parks** - The Council owns a variety of parks supporting our resident's desires to live an exciting and active lifestyle. Ranging from playgrounds to sports pitches and beaches - and hundreds of

buildings around the city - all have their own role to play in promoting zero carbon parks. We will explore the materials we can use when parks are rehabilitated to have the least emissions impact, and on an ongoing basis explore adjustments that can be made to existing buildings and materials.

**Explore ways to provide sustainability information through regulatory process** - The Council is significantly involved in every new building that goes up and major renovation in Wellington, and could use this opportunity to provide advice or enhancements to support better decisionmaking.

## ➤ Case Study of Community Carbon

Aorangi House on Molesworth Street is a refurbished office building in Wellington that won an award from the World Green Building Council and is one of New Zealand's most intelligent structures. As part of the Wellington Smart Buildings Challenge (which aimed to achieve 10% energy savings in just one year), WCC also contributed a small amount to energy optimisation of the building in 2016.



Before



After

Rejuvenated from an obsolete 1970s office building, Aorangi House is an exemplar of up-cycling. The building was abandoned in 2005 because of issues with warming, cooling and ventilation. The Aorangi House's energy optimisation project demonstrates how existing buildings can be effectively revitalised to exceed modern day building standards.

Aorangi House achieved New Zealand's first 5.5 Star NABERSNZ energy rating for a refurbished office building, the second highest rated building to date. This represents 64% less energy and GHG emissions than a typical New Zealand office building.



Other Citywide Activities

**Greenhouse Gas Inventory** - Every four years the Global Covenant of Mayors requires WCC to conduct an inventory of all greenhouse emissions emitted within the city boundaries according to an international standard. The Council has been a leader in this area, pioneering the global standard for GHG measurement, and will continue to lead in this area among Australasian Councils. The Council will continue to partner with other local authorities in our region whenever possible.

**Consumption Inventory** - The Council will produce a consumption based greenhouse gas inventory that indicates not just the level of emissions from producers in Wellington, but the emissions from products we consume.

**FutureFit behaviour change app** - The Council's FutureFit calculator stemmed from a commitment to staff behaviour change in the Low Carbon Capital Plan. It is a personal carbon calculator web app that includes the ability to choose actions to reduce your carbon - and be reminded by text to do them. We invited our partners at Auckland Council to contribute to a collaborative outcome. Getting the right information in individual's hands for them to make low-Carbon decisions is an exciting opportunity.



**Zero Carbon Challenge and Climathon** - For four years now Council has supported both the Low Carbon Challenge and the Climathon. As founder and core funder of the Low Carbon Challenge, we have lifted idea stage businesses up to exciting opportunities year after year. As a co-host of the annual Climathon with Victoria University of Wellington, we have presented a fixed opportunity for the community to come together once a year and apply their minds to zero carbon problems.

**Schools Carbon Calculator** - Inspired by FutureFit, a group of young innovators in Wellington's Smart Seeds program run by GHD developed the concept for Torokiki - a carbon calculator and reduction competition for schools. In partnership with the education and environment sector, we aim to make the competition a reality.

**Sustainable Food Network** - In the Wellington Resilience Strategy, the Council committed to developing an understanding of what a sustainable food network could deliver. A lower carbon culinary arena in Wellington benefits us not just from an environmental standpoint, but also delivers health and resilience co-benefits. What that network will look like

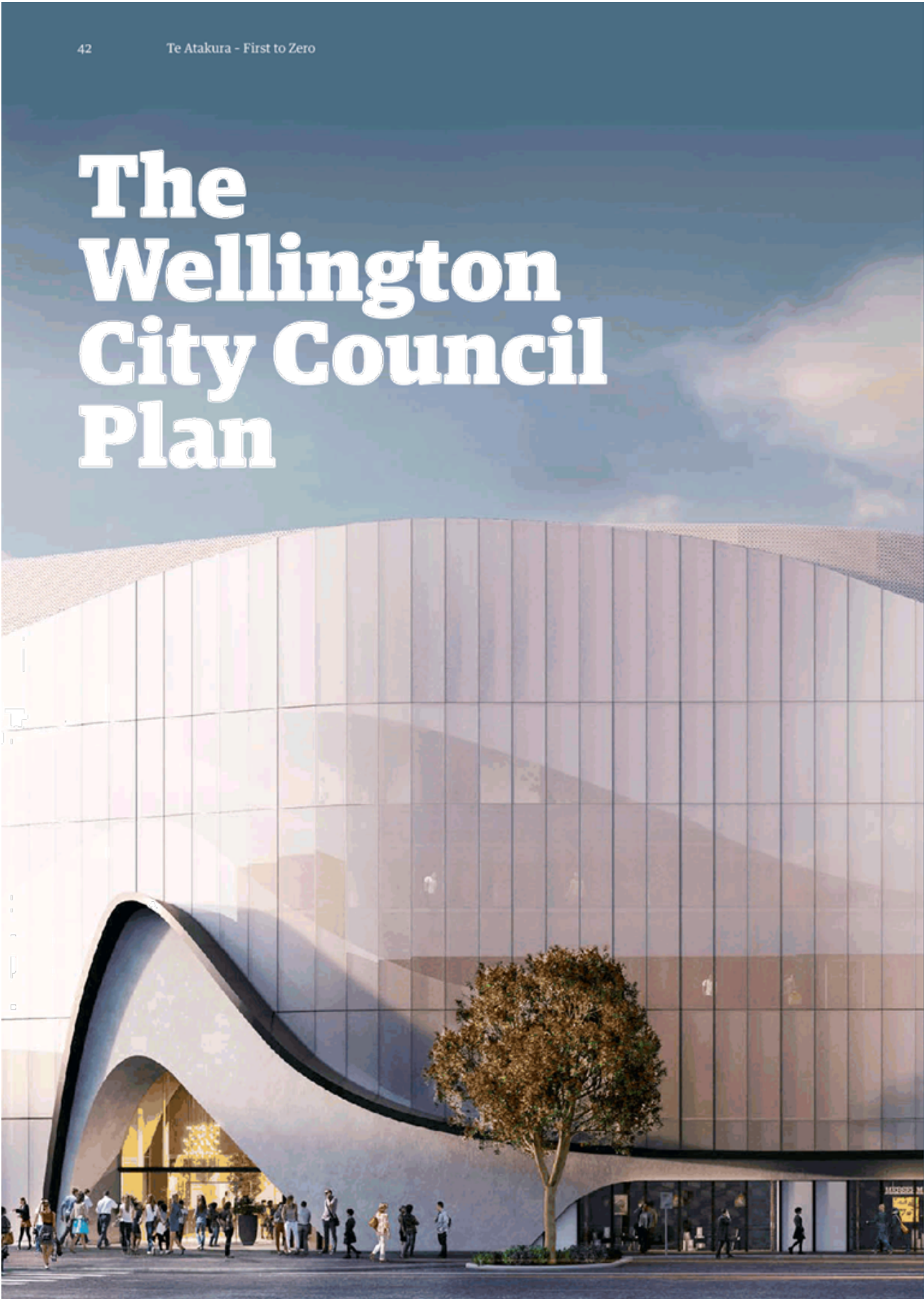
is currently being developed, starting with initiatives such as sustainable food forums to regularly bring together groups working towards sustainable food goals across Wellington.

**Pursuing forestry opportunities** - Wellington, despite its compact urban form, has substantial rural areas suitable for planting with trees to create carbon sinks. Determining the most appropriate way to incentivise planting privately held land serves as a sound companion to planting out our own significant land holdings where possible. It is also necessary to understand what balance between native and exotic tree species is most appropriate to promote biodiversity and conservation co-benefits while seriously seeking a lower carbon future - both for private and public lands. While natives are key for a lot of reasons, exotics sequester much more carbon - much faster - and can be planted alongside natives.

**Understanding inequality** - An investigation into how the city can support low income households to adopt environmentally sustainable practices to reduce inequalities between different communities as the city moves to the zero carbon model.







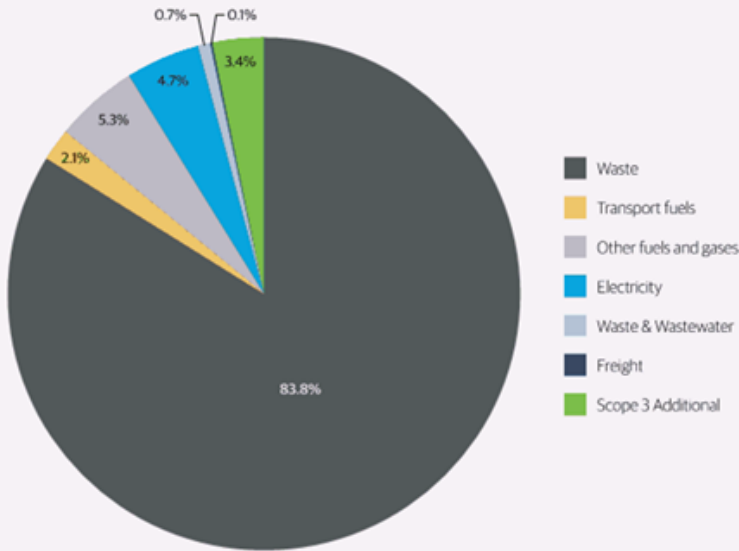
As with anything, leading starts by looking in. The Council needs a comprehensive plan to reduce the carbon we emit as an organisation to zero. Unlike other areas, the Council has much more control over what happens in our own facilities or through our own operations than in those that belong to or are managed by others.

Adding on to this, we need to view our status as a leader as an opportunity to bring our contractors, the Council Controlled Organisations and partners along with us on the decarbonization journey – finding advantages where they may be and finding mutually acceptable ways through challenges.

**Wellington City Council's Emissions**

The Council measures corporate emissions, including activities Council owns and operates like the landfill. Also included are Council Controlled Organizations like the Wellington Zoo and Zealandia, both of which are already CarbonZero certified. The Council participates in the Certified Emissions Management and Reduction Scheme (CEMARS) to measure and audit emissions, which is the measurement tool all CarbonZero organisations use.

Council operations 2017/18  
tCO<sub>2</sub>e (incl. landfills)





What is remarkable about the corporate inventory is how it is dominated by waste. Landfilled waste makes up more than 80% of Council emissions due to the ownership of two Council landfills. That said, the Council is the manager of that waste for the community, not the producer, so it is a challenge to influence. That ownership also indicates a risk – as carbon prices rise, they will be directly reflected in landfill costs. All told, the Council has a goal to reduce

waste by a third by 2026 and an aspiration to be a waste free region in conjunction with other councils. We will investigate whether the Council’s remaining emissions can be offset by entering into reforestation agreements with private landowners. Other areas beyond waste are critical as well, particularly when viewed in the context of leadership. Electricity and natural gas are the largest known quantities, while emissions from contractors are largely unknown.

Existing projects:

**Sewage sludge** - The Council has already committed to funding a sewage sludge processing solution at the Southern Landfill. In exploring solutions we will also look at the potential for digesters or co-processing of other waste streams than sludge to see if further maximised benefit can be achieved.

**Procurement** - Sustainability is more and more of an evaluative component of large procurements for other councils and entities, and Wellington would benefit from similar focus. A procurement strategy and procurement policy that place requirements on emissions output, social values like living wage, and Maori issues is essential to bring product and service providers along on a journey that delivers for those outcomes.

**Governance** - Wellington City Council currently assesses every Council paper, investment, policy and proposal for its relationship and impacts on climate change, but the assessment currently does not involve in-depth analysis. Re-evaluating how the Council takes account of climate change in each Council paper to ensure robustness and enhanced consideration for key issues will empower officers across the business to better support Councillors.

**Bylaw considerations** - We will look to ensure that bylaws align with supporting a liveable, low carbon city. Issues ranging from parking, trading in public places, water services and waste management all interact with carbon in significant ways and as they are revised, bylaws need to account for the Council’s ambitions.

**CDP / Global Covenant of Mayors for Climate and Energy** - The Council continues to report through the CDP Programme (formerly the Carbon Disclosure Project) for both voluntary city and corporate carbon disclosure and benchmarking against other cities. It also serves as mandatory accountability for the Global Covenant of Mayors for Climate & Energy. The Covenant of Mayors is fast becoming the foremost global accountability regime for cities aiming to reduce their carbon impact, with thousands of cities reporting each year.

In 2018, over 7,000 companies, representing over 50% of global market capitalization, and over 750 cities, states and region disclosed their environmental data through our online platform. That’s an 11% jump on 2017.

- Paul Simpson, CEO of CDP

**CEMARS (Certified Emissions Measurement And Reduction Scheme)** - Council continues to use the CEMARS programme to measure and audit emissions as an organization.

**Activities at the Southern Landfill** - So far, drilling more methane collection wells, upgrading the generator that converts that methane to energy, and even adjustments to our collection regime have been employed to reduce our largest source of carbon. Through our Regional Waste Management and Minimization Plan, the Council has committed to reducing our waste by one third before 2026 and to becoming a waste free region long term.

New Commitments:

**What might be needed?** - This is an enormous change programme to shift the carbon outcomes of the city and the Council. As a matter of priority the Council needs a piece of work to understand how far this plan will get us - and what we will need to do in the future on top of it. The information is essential to ensure our targets remain closely linked with the actions in our plans - and this piece of work may feed into additional projects for the implementation plan.

**Investigate and develop a significant Climate Resilience Fund** - A fund to support engagement with communities, building of infrastructure, development of solutions that will reduce emissions and assist with adaptation

**Investigate Climate Certified bonds** - Some debt that the Council would issue would have certification programmes attached to them that require alignment with various sustainability concepts or the 2°C target. The Council will investigate the use of these instruments.

**Investigate private contributions towards separated traffic lanes** - Some shared mobility companies have come to the table potentially ready to pay for the necessary street modifications to make their business

viable. The Council will explore how to incorporate this into our funding framework and if this is viable with the partners we are working with.

**Understanding the Circular Economy** - The circular economy attempts to get rid of waste in our economic system instead focusing on reusing precious natural resources. The Council will undertake an investigation of the inclusion of the idea of the circular economy into the Council’s policy framework.

**Water measurement and management** - Council’s water system is far and away its largest source of electricity emissions. But to improve our systems we need to better understand them, and the best way to accomplish this is through water meters. This has the added benefit of reducing water demand through severe leak identification, which may prevent the sunk carbon cost of building additional reservoirs for supply.

**As of 2024 LTP all buildings, housing and refits must achieve the green star maximum rating for Council funded, planned, facilitated or supported buildings including via Urban Development Agency** - When the Council builds, part-funds, or refits a new building for any purpose, regardless of owner, from the 2024 LTP





all buildings must achieve the highest possible green star standards. Establishing such a standard creates lower long-term operating costs and higher overall benefits to the community and council through lower necessary infrastructure expenditure.

**Council buildings refitted to meet maximum possible green star rating** - The vast majority of buildings are those that exist already. When refits occur, the Council will seek to refit to the maximum possible Green Star standard. For the same reasons that new buildings can contribute to zero carbon outcomes, existing buildings can as well.

**Transition buildings to flexible carbon neutral energy supply by 2035** - The single biggest challenge with buildings from a carbon perspective is the use of natural gas, and it represents a large portion of WCC's emissions output. In addition to the carbon implications, the move ensures stable access to energy in the long term given the oil and gas exploration ban.

**Flipping the fleet** - Our fleet policy will shift to electric-first. In addition, car sharing will be emphasised across pool vehicles to support modes of transport that increase vehicle utilisation and remove asset challenges from the Council's responsibility to third party organisations. This will all happen while supporting businesses that enhance vehicle utilisation rates. Electric priority will extend to contracts as a key procurement factor e.g. for rubbish trucks.

**Support sustainable food events** - The Council has a number of relationships with key culinary events and institutions e.g. we provide the land for the sunday market. We will use those relationships to deliver sustainable food outcomes by promoting integrating principles of the sustainable food network into these activities.

**Statements of Intent / Letters of Expectation** - All entities that the Council has a stake in will from 2020 be required to introduce carbon emissions as a performance measure and carbon measurement and planning as a requirement to deliver on the 2050 goal. Some entities will have customized expectations, e.g. for Wellington Water embodied carbon of new facilities and infrastructure.

**CarbonZero Council** - The Council will explore the prospect of making ourselves a CarbonZero certified council in the first 10 years using offsets.

**KPIs for energy management** - All facility controllers whether managers, property managers or budget holders over facilities which use energy will have KPIs integrated into their contracts relating to energy management and emissions reduction.

**Climate budget** - WCC will develop a "Climate Budget" to account for all carbon emitted and provide a three-yearly pathway of reductions to achieve the 2050 target.

**Connecting digitally** - WCC will ensure all key worksites have teleconference equipment and actively promote their usage.

**Invest in energy savings across the business** - The Council has built up a menu of energy saving projects to invest in, but to date has not progressed to unlocking their potential. The Council will devote more attention to investments that could result in significant financial savings in conjunction with emissions savings.

**Embodied Carbon Assessments** - The Council is involved in a number of areas that emit substantial carbon. Construction, infrastructure management, and building operations have significant impacts, including at the early stage. All three can benefit from embodied carbon assessments and full life-cycle cost analysis of implementation - which can lead to cost reduction as well.

**Green Infrastructure plan** - Traditional methods of managing stormwater include pipes and water treatment systems to minimise flooding. Green infrastructure on the other hand uses investments like green roofs to manage stormwater. The Council will develop a green infrastructure plan for Wellington which will not only manage stormwater but increase food security and amenity throughout the city.

**Encouraging more sustainable building, engineering and construction practices** - Through our regulatory role we may have powers to enhance the building industry's practices and support better outcomes.

**Development of a measurement framework to keep track of our emission cuts** - The Council will attempt to work in partnership with relevant organisations to develop a framework for measuring our emissions to keep us on track for our goal and to be accountable for our work.





48 Te Atakura - First to Zero

# Advocacy

As a council we have an opportunity to support strong action by others - other levels of government, the community or even with industry to better achieve our shared goals. Whether through submissions, gathering support, or collaborative investment, our influence as a partner is just as valuable as our own activity.

Going forward it will be essential to feed back to all levels of government and work closely with the community and industry to deliver the zero carbon growth we need to sustain our economy and employment while shifting the future from one that compromises the environment to one that enhances it.

Our partners, government or otherwise, often hold far more power as they have a national footprint, meaning it is only through them that the vision of Te Atakura can be a reality.

Te Atakura - First to Zero 49

## Mandatory energy use disclosure

One key problem we currently face is that building energy is poorly understood. An energy use disclosure mandate integrated with existing property information would provide the opportunity to support building owners in informing themselves, regulating building performance, incentivising good performance, or at least just supporting good decision making with salient advice. This low-cost policy option is used in other cities across the 100 Resilient Cities network like New York and New Orleans.

## An opportunity to enhance the building code

The building code currently falls short in terms of carbon sensitivity relative to energy efficiency. Enhancements to the building code are the single most important action that can be taken to ensure that future buildings are contributing to our zero carbon goals. An easy way to achieve this may be to require certification of a certain standard. But perhaps most importantly of all, this is a tremendous opportunity to enhance health, combat energy poverty, reduce emissions, and fundamentally create better homes and commercial buildings for Wellingtonians (and all New Zealanders).

"If we build warm, dry, homes then we're going to reduce health costs for both the individual and the Government, so it's about being smarter, investing at the beginning and getting the benefit of good design."

- Andrew Eagles,  
Chief Executive of NZGBC

## Extend NABERSNZ to all commercial buildings

NABERSNZ is a certification system for rating the energy efficiency of office buildings. Adapted from Australia, where it is mandatory for large office buildings, the same mandatory system should be implemented here. This is because commercial buildings use 21% of New Zealand's electricity, costing business \$800 million per year with an average assessment of a 20-25% scope for improvement on building energy performance. This would help tenants understand the performance of the building they wish to occupy.

A 2015 Australian report, "Commercial Building Disclosure", calculated AUD\$44 million savings due to increased energy performance between 2010-2014 and AUD\$168m in productivity gains from NABERS.

- Commercial Building Disclosure,  
PROGRAM REVIEW, ACIL  
Allen Consulting



Extend Homestar to all residential homes

Similar to NABERSNZ, a mandatory residential energy efficiency rating system is a tool that should be employed. As it stands currently, New Zealand has a voluntary energy efficiency rating system in the independent Homestar program administered by the New Zealand Green Building Council (NZGBC). This should be mandatory for all new-built homes.

“The future is about measurement and reducing.”  
- Andrew Eagles, Chief Executive of NZGBC

Implications for natural gas

Following the ban on offshore oil and gas exploration permits, a serious signal has been sent that the transition to a zero carbon economy is underway. The replacement of natural gas with alternative fuels - including and particularly hydrogen - has great potential as a viable source of energy but also as potential opportunities in the zero carbon economy.

London, Aberdeen, Hamburg and Milan are just some of the European centres with hydrogen-powered buses  
- H2 Aberdeen

Sustained public and active transport investment

Council strongly endorses central government to continue investment in public transport on the back of their latest Government Policy Statement; and invite them to support initiatives that encourage the uptake of active transport such as walking and cycling.

“Transportation is not an ideology...It’s about taking a look at the capital asset we have and using it in the most effective way possible.”  
- Janette Sadik-Khan, former NYC transportation commissioner

The need for EV subsidies from Central Government

There are significant barriers to the uptake of electric vehicles (EVs) that need to be urgently addressed so that the majority of Wellingtonians choose electric when purchasing a car. Barriers include the upfront cost of purchasing, which only Central Government can fix. To address this, the Productivity Commission has recommended, and WCC has endorsed the introduction of a feebate scheme.

“Transitioning our fossil-fuelled transport fleet to run on clean, renewable electricity is one of the most effective ways for New Zealand to reduce greenhouse gas emissions and meet our climate change commitments.”  
- Andrew Caseley, Chief Executive of EECA, 2018

A proposed 2030 fossil vehicle importation ban

Road transport is responsible for roughly 38% of Wellington City’s emissions, significantly more than the national proportion. It is clear that rapid EV uptake is required if we are to meet our 2030 and 2050 targets - uptake that even subsidies will not generate. Given that New Zealanders hold on to their vehicles for longer than any other developed country, a reasonable import ban - aligned with vehicle lifetimes - in 2030 would fit well with the goal of reaching a zero carbon fleet by 2050.

Denmark, France, India, Ireland, Israel, Netherlands, Norway, Sweden and the United Kingdom have already legislated for the ban of the importation of internal combustion engine vehicles for new vehicles sales to be enacted for 2030. China has enacted a ban for 2040.

The issue of fares in Wellington city

The aim of public transport should not be to maximize revenue but rather a plethora of outcomes such as: to be part of an array of excellent transport choices; remove cars from the road; reduce the need for maintenance and roading projects; enhance liveability and lower our overall emissions. But in Wellington we have a problem. The fares are higher on buses than trains, higher than other centres in the region, higher than elsewhere in the nation, and even higher than elsewhere abroad. Council considers that Wellington needs an equitable farebox recovery scheme. The goal should be no matter where you come from, a couple and a child should be able to get in to town on the bus cheaper than by private transport, when parking costs are considered.



Affordable and convenient bus services

Council already works closely with Greater Wellington on issues like bus priority and Let’s Get Wellington Moving. However, it is important to emphasize that while the Council will continue this good work, it strongly advocates for more affordable and convenient bus services for all Wellington communities as a matter of priority.

Commercial scale production of biofuels

The development of biofuels addresses several gaps. Electrification for heavy transport and the aviation and shipping industry requires technology that is unlikely to be available to reach a zero by 2050 target. The large-scale production of biofuels presents an attractive alternative. Scion Research found that drop-in fuels from non-food feedstocks, particularly forestry grown on non-arable land, are the most attractive option.

The development of a wood-based biofuel industry will open up new income opportunities for farm foresters and other forest owners.

- The Bioenergy Association

Direct Air Capture to synthetic fuel feasibility

The idea of Direct Air Capture (DAC) where CO<sub>2</sub> is ‘captured’ from the atmosphere and either stored underground as rock or converted into synthetic fuel is admittedly new, but potentially exciting. Central government should explore the possibility of funding research and development into this technology or look for opportunities to invest. Such a tool will complement the 1 Billion Trees afforestation initiative well.

“Our clean fuel is fully compatible with existing engines, so it provides the transportation sector with a solution for significantly reducing emissions, either through blending or direct use. Our technology is scalable, flexible and demonstrated.”

- Steve Oldham, CEO of Carbon Engineering (A DAC fuel company).

Actions for the continued reduction of emissions within the waste sector

Emissions from municipal solid waste in Wellington City still comprised 4% of Wellington city’s gross emissions in 2014/15. Further reductions can and must be achieved toward Wellington becoming a zero carbon city. Significant increases in the price of the Waste Disposal Levy and extension to other landfills will support this.

Container-deposit scheme

Already allowed for under the Waste Minimisation Act 2008, a container deposit scheme provides for the collection of a monetary deposit on beverage containers at the point of sale. Upon the return of the container to an authorized location or retailer the redeemer is refunded the deposit. Such schemes are widespread and highly effective at increasing recycling rates.

The opening of the Queensland Container Refund Scheme on November 1 2018 collected \$1 million of refunds issued by November 12 through the collection of 10 million bottles and cans.

- Container Exchange, 2018

Product stewardship

Product stewardship places the onus for waste management not just on the manufacturers but extends this to include all parties in the life of a product including producers, retailers and consumers

New Zealand sends around 2.5 million tonnes of waste to landfill, or over a tonne of rubbish per household. The majority of this waste is not reprocessed or recycled, and doesn’t break down over time.

- Ministry for the Environment, 2018

Education initiatives surrounding diet change

Diet is a major portion of climate impact, but realistic expectations need to be applied to managing a transition to a low-carbon future. Diverse options ranging from local vegetable co-ops, plant-based to lab-grown meat replacements, and aquaculture are all needed to average down carbon emissions on the journey to zero carbon. The continued education and promotion of alternatives needs to occur.

The Better Futures report released in February showed a 3% increase in meat-free diets in 2018 now totalling 10% of New Zealanders who are meat-free.

- Colmar Brunton's Better Futures report, 2019

The Resource Management Act needs consideration of GHGs

Upon its conception in 1991, the RMA was undoubtedly revolutionary. However, the RMA does not consider the effect of greenhouse gas emissions on climate change. As our primary piece of legislation pertaining to land use, the omission of the effect of GHGs needs to be urgently addressed.

New Zealand's key environmental statute is disabled from considering what is a critical issue relating to climate change.

- Sir Geoffrey Palmer, 2015

Sustained investment in renewables within the electricity mix

Renewables currently comprise approximately 80% of the electricity mix, amongst the highest in the OECD. If that moves to 100% or near it, it will improve emissions from both buildings and transport as the fleet electrifies.

Options for the Emissions Trading Scheme

The ETS is the Government's primary policy tool to reduce greenhouse gas emissions in New Zealand. To date, it has been severely underperforming and has not provided either a disincentive to emit carbon, nor an incentive to plant forests to remove it. This must change - and fast.

An all-of-government shift to carbon sensitive procurement strategies

New Zealand's all of government procurement system should be both comprehensive and overarching in having a set of social procurement policies.







## Case Study of another Critical Actor Wellington Airport

Wellington Airport is a recognized contributor to the City's carbon emissions. Though the contribution largely comes from the aircraft themselves, rather than the airport's operations, much of the pushback on projects like the potential runway extension centers on the fact that about 20% of the city's carbon emissions are attributable to air travel. That said, the carbon intensity of travel per dollar spent on travel decreased by more than 50% between 2006 and 2013 - as aircraft got more efficient, passenger loadings increased and the industry became more aware of the challenges it will face in the carbon space.

But it is important to remember that the airport is a lifeline to the world. It supports our thriving economy not just of business and technology, but also of tourism. The airport is a cornerstone of Wellington as the capital city of an island nation - not just business people and tourists, but diplomats and dignitaries pass through it. We can't do without it, and to contemplate

otherwise requires one to contemplate the broader impacts of restraining it. In fairness, the Council owns 33% of the Wellington Airport, but we acknowledge its importance not because of that stake, but because of the essential necessity of support it provides.

The airport is already working hard to make its operations much more sustainable. Recently it has done the following:

- Added bike racks, parking bays for car share vehicles, and EV chargers for taxis
- Built a parking garage that is fully EV ready, and installed some chargers
- Conducting a flight path optimization trial collaboratively with other partners to help aircraft use less fuel and make less noise, bringing down emissions too

- Minimizing embedded carbon in the new terminal construction
- Using recycled asphalt pavement for taxiways and other repaving

And in the future they see the opportunity for things like:

- Ground electrification
- Opportunities around public transport arriving at the airport

Ultimately with the airport, though, there are two enormous opportunities. One deals with travel on the ground - getting to the airport - which is (rightfully) not captured by the airport's emissions inventory. What high quality public transport link to the airport could be possible. What could be more convenient?

But the second, and the most serious and important issue to solve our air travel emissions issues, is alternative fuelled aircraft. Domestic aircraft may someday be able to operate either on a hybrid or even full electric basis. But to fly international biofuels, hydrogen or direct air capture fuel creation will be required. Given how essential air travel is to New Zealand - as it is the aforementioned small trading nation - a huge central government push for a solution to this issue should be part of the ongoing equation. One can switch a diet overnight. Or start cycling to work. Or even put curtains on the windows. But the international air travel system has high fixed capital costs and long term contracts. Strong investment is needed now in potential solutions so they will be ready when the time comes.

Priority 1:  
**Alternative  
fuels**

if that fails

**Prioritised  
offsetting**

if that fails

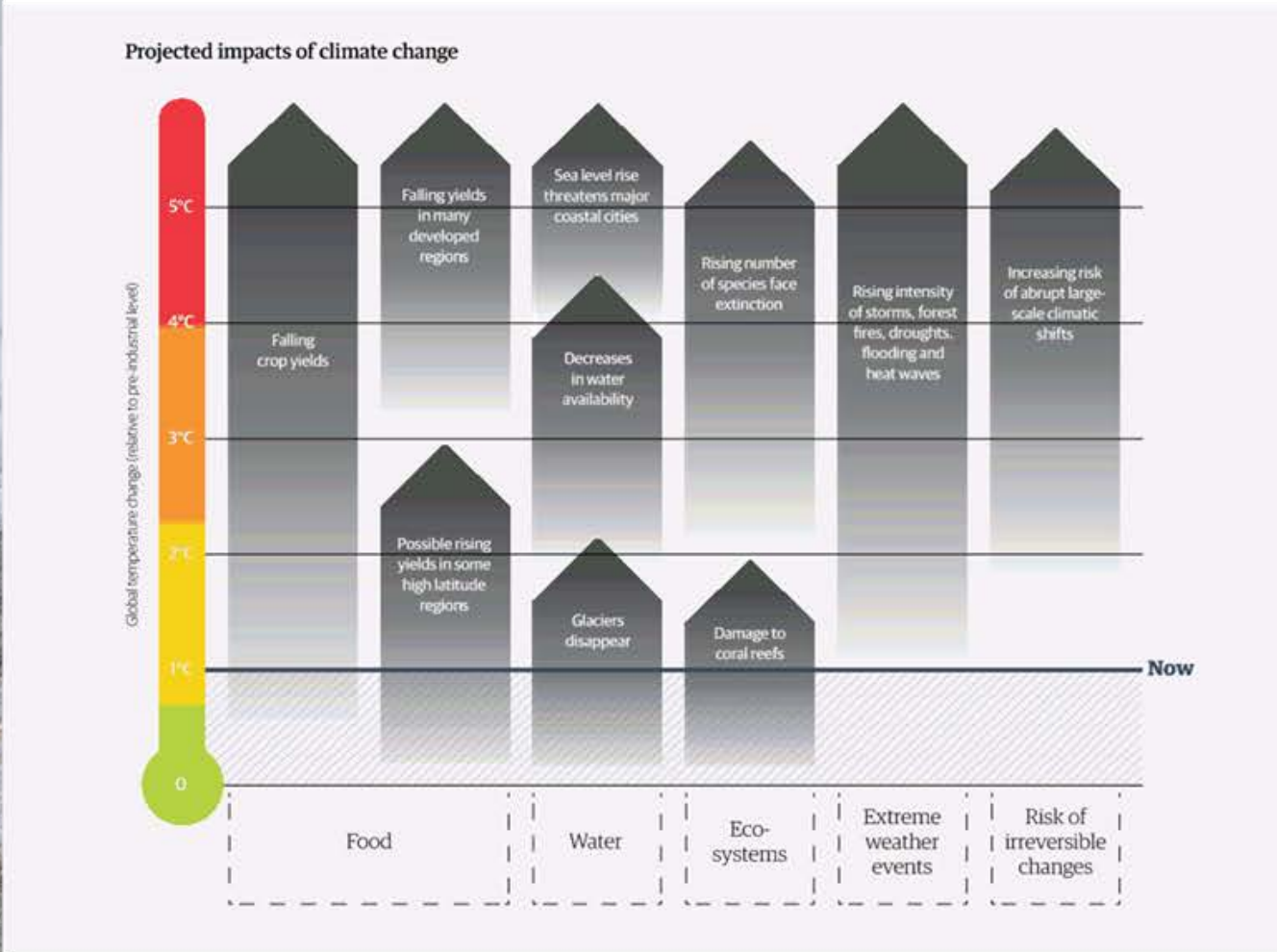
**Demand  
reduction**





# Adaptation

The most essential element that isn't covered by having strong emissions reduction action, nor setting ambitious targets, is the aspect of what we do with the changes that are already locked in.



Source: Adapted from the Stern Review on the Economics of Climate Change.

Each community will have different challenges as the impacts of climate change become more evident. How do we support an area that is largely commercial, and houses a significant proportion of our GDP as a city? Conversely, if it is largely residential what is the approach? The big questions are how do we make decisions, what solutions are needed, when and how will they be implemented, and who will pay through what vehicle. But making those decisions is something that needs to be done as a community, with the right information and full understanding of what's ahead.

The Council will also develop a separate adaptation strategy in time for the 2020 reporting cycle for the Global Covenant of Mayors in line with our commitment to international accountability.

In the mean time we will focus on the two following actions:

**Adopt Ministry for the Environment guidance levels for sea level rise** - The Council will adopt the Ministry of the Environment's sea level rise guidance for planning and operations purposes. At the time of adoption, the latest science will be considered alongside.

**Extend community based consultation processes where possible** - The Council will explore further use of community decisionmaking processes like those deployed in Makara once the outcomes of that process are better understood.

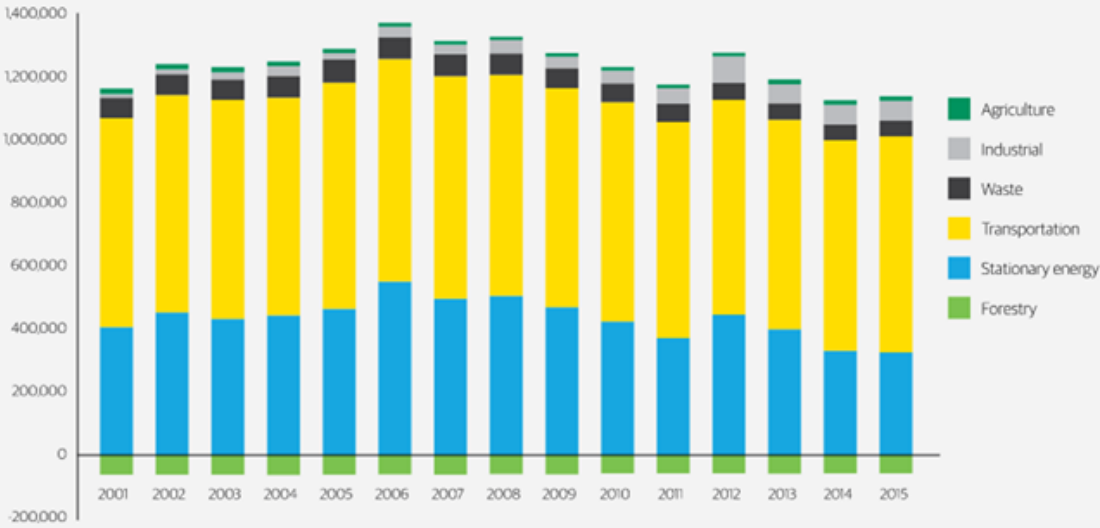


# Appendix

## I. Wellington's Full Emissions

Here is our profile in full:

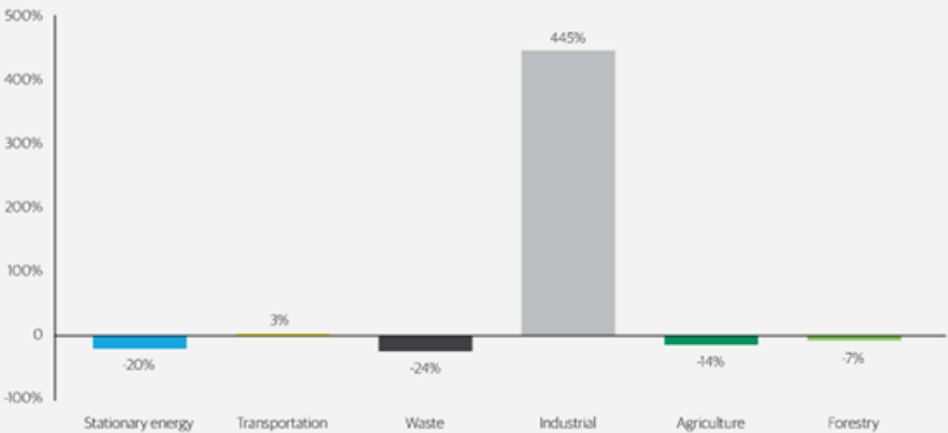
CO<sub>2</sub>e emissions city by year (tonnes CO<sub>2</sub>e)



Wellington has been measuring carbon emissions for more than a decade. When broken down, our emissions inventory shows six main sectors have an impact in Wellington. The majority of our emissions come from transportation, with the bulk of the rest coming from energy use in homes and workplaces. That said, the consumption of goods and services that are produced outside our city is not currently

accounted for, even though they are a large contributor to global emissions. For example, if the inventory included the associated emissions related to producing and transporting the food, appliances, or electronics purchased within the city, Wellington emissions would be much greater than is accounted for from the six primary categories. This would be true of most urban areas, though.

Wellington's sectoral emissions % changes between 2001 and 2015



Between 2000/01 and 2014/15, the GHG emissions produced in Wellington City reduced by about 2%. That's slow, but it isn't hopeless. The level of emissions peaked in 2005/06, and has since reduced almost 18% - which bodes well for the potential to create a zero emissions pathway. The long-term reduction in emissions from electricity consumption (-29%), solid waste disposal (-24%) and agriculture (-14%) tells an

encouraging story. However, an increase (+445%) in emissions from industrial product use (e.g. refrigerants and air conditioning), as well as an increase in aviation fuel (+11%), diesel (+23%) and a decrease in net carbon stored in forests (-7%) have counteracted most of these reductions. The total emissions for the city (2014/15) was 1.14 million tonnes of CO<sub>2</sub>e.

## II. Accountability - 2013 and 2016 Low Carbon Capital Plan

In terms of completing activity - the Sustainability programme has been successful for some time. Over the last six years, Council has completed 52 of 58 activities outlined in the two Climate Change Action Plans.

But is just doing what is in these plans enough? The Council has set ambitious goals - goals worthy of the challenge ahead of us. In the past, the Council has even been a leading city on climate issues. But

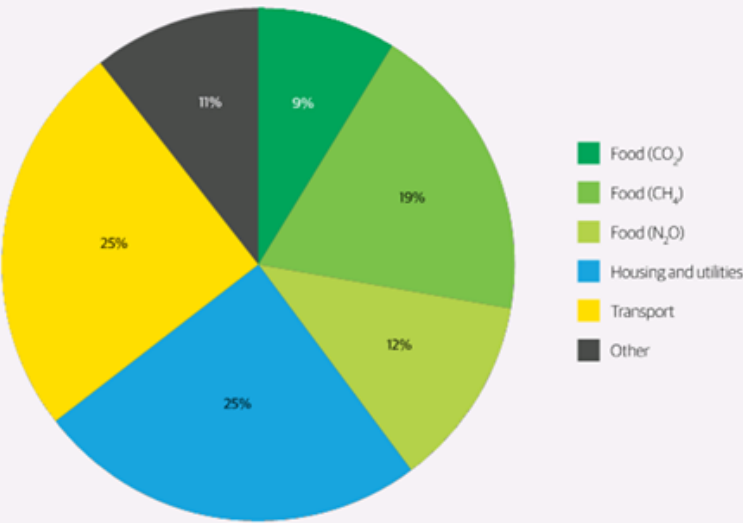
there is a disconnect between our stated goals and the substantial change needed to become a zero carbon capital. Leading up to the 2016 Low Carbon Capital Plan, the Council invested significantly in the information we needed to make the best possible decisions. The Council started the process of shifting towards a more ambitious footing. Te Atakura - First to Zero continues that, acknowledging the power the Council has through setting the standard as a leading Capital city and promoting change.

III: Consumption based emissions of households

Understanding what is needed to bring about our zero carbon future first requires that we all understand our footprint – and how we extend it through the actions we take every day. The best way to understand it is through consumption-based emissions measurement: which is used to track individual emissions as compared to the production based measurement we use for cities. Under consumption based measurement, the largest day to day contributors to greenhouse emissions as a household are transport, food and utilities, which each account for close to

a third of household emissions. This is remarkably similar to production based measurement for Wellington, with the exception of food. What it serves to illustrate for individuals, though, is that the choices that we make in our lives, especially what we eat, how we move around, where we live, and what kind of home we live in all have huge influence in our transition to a zero-carbon future. Together, better choices can lead to a zero-carbon and vibrant life.

Composition of average household emissions



Glossary

**Adaptation** – Adaptation to climate change is engineering or devising ways of adapting to the serious challenges it poses to each individual community, ranging from Sea Level Rise, drought, severe rainfall, heat waves, and more.

**carbonZero and CEMARS** – The carboNZero programme and CEMARS programme are the world’s first internationally accredited greenhouse gas (GHG) certification schemes under ISO 14065. They provide tools for organisations, products, services and events to measure and reduce their greenhouse gas emissions (otherwise known as carbon footprint), and optionally offset it. The programmes are owned and operated by Enviro-Mark Solutions Limited.

**CDP** – CDP, formerly the Carbon Disclosure Project, runs the global disclosure system that enables companies, cities, states and regions to measure and manage their environmental impacts. It provides a disclosure system that allows Wellington to report on our corporate and community emissions, our plans of action, the risks we face, and our adaptation plan.

**Circular Economy** – A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life.

**Climate Certified Bonds** – Bond debt independently certified for projects that will contribute to keeping the planet within a 2°C warming boundary.

**Cordon Charge** – A cordon charge creates a cordon around the city which when a vehicle passes it to enter the city it is charged a certain price. It helps to manage congestion and limit vehicles in areas that have limited capacity or are being prioritized for other modes.

**ETS** – The New Zealand Emissions Trading Scheme (NZ ETS) is the Government’s main tool for reducing greenhouse gas emissions. The NZ ETS puts a price on greenhouse gas emissions. This price on emissions is intended to create a financial incentive for businesses who emit greenhouse gases to invest in technologies and practices that reduce emissions. It also encourages forest planting by allowing eligible foresters to earn New Zealand emission units (NZUs) as their trees grow and absorb carbon dioxide.

**Feebate** – A feebate system is one that charges a fee based on emissions levels on each vehicle entering New Zealand, and that fee is then turned around and used for a rebate on Zero Emissions Vehicles.

**GHG emissions** – Greenhouse Gas emissions are climate-warming gases released by our daily activities. Everything from driving to work, to flicking on the heater, to having a steak contributes a degree of warming, and becoming zero carbon is all about managing that.

**Green Infrastructure** – Infrastructure designed into the city that maximizes natural elements to manage water instead of traditional pipes and pumps. This can include rain gardens, green roofs, permeable pavements and much more.



CO2 emissions, energy efficiency, water efficiency, and other factors. The RMA is based on the principle of sustainable management which involves considering effects of activities on the environment now and in the future when making resource management decisions. As well as managing air, soil, fresh water and coastal marine areas, the RMA regulates land use and the provision of infrastructure which are integral components of New Zealand's planning system.

**HomeStar** - Homestar is a comprehensive, independent national rating tool that measures the health, warmth and efficiency of New Zealand houses. A home is rated on a scale from 6 to 10. Homestar assesses a house, apartment or multi unit development against several categories including energy, health and comfort; water waste and materials.

**IPCC** - The Intergovernmental Panel on Climate Change is an intergovernmental body of the United Nations, dedicated to providing the world with an objective, scientific view of climate change, its natural, political and economic impacts and risks, and possible response options.

**Mitigation** - Mitigation to climate change is reducing impacts on climate change by limiting CO<sub>2</sub> output in the first place in order to limit overall impact on warming.

**NABERSNZ** - NABERSNZ is an adaptation of the National Australian Built Environment Rating System (NABERS). Launched in 1999, NABERS is widely considered to be a world-leading energy rating tool for commercial buildings. It is mandatory for large office buildings in Australia. NABERSNZ is licensed to the Energy Efficiency and Conservation Authority (EECA) and is administered by the New Zealand Green Building Council (NZGBC).

**PPB** - Parts Per Billion

**PPM** - Parts Per Million

**RMA** - The RMA is New Zealand's main piece of legislation that sets out how we should manage our environment. The RMA is based on the principle of sustainable management which involves considering effects of activities on the environment now and in the future when making resource management decisions. As well as managing air, soil, fresh water and coastal marine areas, the RMA regulates land use and the provision of infrastructure which are integral components of New Zealand's planning system.

**User Charges** - User charges help to manage congestion and limit vehicles in areas that have limited capacity or are being prioritized for other modes. In addition, they help to signal the high costs of driving and create a balanced transport market.



Toitū te marae a Tāne  
Toitū te marae a Tangaroa  
Toitū te iwi  
Tū kōtuitui, tū kaha mō āpōpō

If the domain of Tane survives to give sustenance,  
and the domain of Tangaroa likewise remains,  
so too will the people.  
Stand united, stand strong for the future.

J008785

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



## **Our City Tomorrow – Zero Carbon Capital Programme**

This is an exciting time for Wellington. Never before in the history of our city have we been presented with an opportunity of this scale for transformational change. How we grow our city, how we move around our city, and how we deal with seismic risk and the causes and impacts of climate change will impact generations to come and set the course for our city tomorrow.

The Our City Tomorrow programme of work identified five key principles. Wellingtonians told us that they wanted to live in a city that is:

Compact - Inclusive + Connected – Greener – Resilient – Vibrant + Prosperous

We expect 50,000 to 80,000 more people to make Wellington their home over the next 30 years. This will impact not just where we live, but how we live. Where this growth occurs, and the transport systems that support that growth, will have major implications for the resilience and liveability of our city as well as our contribution to the global effort to reduce greenhouse gas emissions.

### **Planning for growth**

Our city is growing. The District Plan is up for review. The decisions we make now will shape the way we live for decades.

We live in one of the most liveable cities in the world. We cherish our edgy culture and beautiful heritage buildings. We love the blue harbour and green belt that frame our city. We are proud to have the lowest carbon emissions per capita in Australasia.

Planning for growth will set the rules for where that growth happens and how it happens. It will capitalise on the opportunities presented by Let's Get Wellington Moving by enabling growth around key transport corridors which contributes to our emission reduction targets. It sets the rule book for how we deliver a more sustainable, resilient, liveable city.

### **Let's Get Wellington Moving**

Let's Get Wellington Moving (LGWM) is a partnership between Wellington City Council, Greater Wellington Regional Council, and NZTA. LGWM has been engaging with the people of Wellington to develop a transport system that supports Wellingtonians aspirations for how the city looks, feels, and functions to support Wellington's growth while making it safer and easier to get around.

LGWM is a once in a generation city-shaping opportunity, which has attracted significant central government investment. We started with the kind of city and region our community wants, and defined the transport system needed to enable that.

Core to the programme is the principle that to realise this vision we need to move more people with fewer private motor vehicles. This will require our city planning rules to prioritise growth around key transport corridors where there are more active and public transport options.

### **First to Zero**

Wellington City is in a good position to make a positive difference in the national and global effort to mitigate the worst impacts of climate change.

We may be small but with 80% of people globally living in cities with a population under 1 million, small cities like Wellington have a huge role to play in demonstrating how we best reduce our carbon emissions.

In Wellington we start with a strong base of a highly educated populace, an already compact inner city, high use of public transport, and relatively low car ownership. But Wellingtonians still have some big decisions to make about how our city will grow. Where we enable growth, and how we capitalise on the opportunity presented by Let's Get Wellington Moving to provide quality transport options, will be key to reducing our carbon emissions and playing our part in keeping our planet in the 'climate safe' zone.

**Climate Change Response (Zero Carbon) Amendment Bill - Wellington City Council Submission**

**Introduction**

1. Wellington City Council thanks the Government for the chance to submit on the Climate Change Response (Zero Carbon) Amendment Bill.
2. The Council's submission takes the following format:
  - a. Executive Summary
  - b. Detailed response to sections of the amendment
    - Part 1A: Climate Change Commission
    - Part 1B: Emission reduction
    - Part 1C: Adaptation
    - Consideration of Māori and iwi

**Executive Summary**

1. Part 1A: Climate Change Commission
 

Council supports the Zero Carbon amendment to the Climate Change Response Act 2002 and the Climate Change Commission, and believes the proposed framework will support the development and implementation of clear and stable climate change policies subjected to independent monitoring and review by the Commission.
2. Part 1B: Emission reduction
 

Council supports the 'two-basket' approach proposed by central government. The evidence-based approach taken by Government recognises that the atmospheric lifetime of methane is shorter than other long-lived gases justifying a 'split gas' approach with regards to New Zealand's unique emissions profile.
3. Part 1C: Adaptation
 

Council supports the proposal to develop a national climate change risk assessment and a national adaptation plan. However in doing so central government needs to give local councils the capacity and authority to deliver the agreed recommendations.
4. Consideration of Māori and iwi
 

Council supports the consideration of the principles of Te Tiriti o Waitangi and a true partnership with Māori and iwi.

**Detailed response to sections of the amendment**

**Part 1A: Climate Change Commission**

5. The Council views the independent Climate Change Commission as essential to achieving a true step change in cross-party climate change mitigation Council supports the intended functions, duties and powers of the Commission in that any Commission should advise and



monitor New Zealand's progress towards its established goals, and not take on decision-making responsibility.

6. As shared in our submission on the 2018 Zero Carbon Act consultation, council considers the experience proposed for members of the climate commission to be adequate, including: climate change policy (including emissions trading); resource economics and impacts (including social impacts, labour markets and distribution); consideration of the principles of te Tiriti o Waitangi, te reo me ona tikanga Māori and Māori interests; climate and environmental science including mātauranga Māori; experience with addressing adaptation challenges like planning, insurance and local government; risk management; engineering and/or infrastructure; community engagement and communications; business competitiveness; knowledge of the public and private innovation and technology development system.

#### **Part 1B: Emission reduction**

##### **Subpart 1 – 2050 target**

7. Council considers the proposed 'two-basket' approach to be pragmatic. Council agrees that splitting short and long-lived gases is in line with current science and more likely to achieve the broad consensus necessary to accelerate action on climate change mitigation.
8. Council believes that by adopting the split-gas approach, each sector emissions can be targeted with appropriate mitigation policies.
9. Overall, Council supports the 2050 target but notes that following consultation for the First to Zero Plan, 82% of respondents from Wellington city said that Wellington needs to aim for zero carbon *before* 2050.

##### **Subpart 2 – Setting emissions budgets**

10. Council believes the proposed number of budgets in place at any one time is satisfactory and especially that these budgets are met "as far as possible through domestic reductions and domestic removals."

##### **Subpart 3 – Role of Commission in setting emissions budgets**

11. Council looks forward to working closely with the Commission in reviewing emissions budgets and reduction plans and would welcome the opportunity to help shape clear pragmatic policies.

##### **Other (in Explanatory Note)**

12. Council considers the Emissions Trading Scheme to be a key tool in meeting emission reductions by putting a price on carbon. However we would not support the ETS being used simply to import offshore credits to meet emission reduction obligations as an alternative to domestic reductions.

#### **Part 1C: Adaptation**

13. Council supports the proposed amendment covering climate change adaptation.

- 
14. Council supports risk planning being covered by the Commission in the preparation of a national climate change risk assessment.
  15. Council supports the proposed amendment containing provision for a national adaptation plan to be prepared by the Minister but questions whether it is more appropriate for the Commission to prepare this work.
  16. Council looks forward to working closely with the Commission in providing information and expertise in developing risk assessments and adaptation plans.
  17. Council reaffirms that it is critical that local government is given the appropriate authority to implement recommendations regarding adaptation actions and be closely involved in all decision-making processes.

**Consideration of Māori and iwi**

18. Council believes it is imperative to respect and give effect to Te Tiriti o Waitangi and we support the requirements of the proposed bill so far, wishing to underline support for kaitiakitanga to be a central theme of the bill.
19. Furthermore, government has an obligation to facilitate partnership with and representation of Māori, and that knowledge of Te Ao Māori on the Commission is critical. The decision-making process should incorporate a deep understanding of tikanga Māori.
20. This extends to ensuring that the effects of climate change on Māori and iwi are especially considered when preparing any risk assessment and national adaptation plan and that consultation with Māori and iwi needs to be central to any mitigation or adaptation policy going forward.

---

### 3. Policy

---

## CITY HOUSING UPDATE - KEY ISSUES AND WORK IN PROGRESS

---

### Purpose

1. This report provides an update on the development of a draft rent setting scheme and a progress report on the financial sustainability of City Housing.

### Summary

2. Council received funding from the Crown via a Deed of Grant signed in 2007. Accordingly a range of obligations must be met. City Housing must be financially sustainable, upgrade all its properties, and continue to deliver a social housing service of similar scale until 2037.
3. A briefing to Councillors on 27 February 2018 and 19 June 2018 highlighted limitations of current policy settings and illustrated a need to make changes to ensure:
  - rent settings are equitable for our tenants;
  - housing need is met; and
  - City Housing is financially sustainable.
4. On 21 June 2018 Council agreed to Officers preparing a draft rental scheme that provides for a greater level of equity for our tenants and to call on Central Government to act with urgency to extend Income related Rent subsidies to Council.
5. Local authorities are not eligible to apply for an Income Related Rent Subsidy (IRRS) from the Crown. An IRRS would significantly reduce rent for tenants whilst also providing additional revenue (to market rent values) that would cover capital works and operational expenditure associated with delivering a service over and above that of a regular landlord.
6. City Housing sets rental charges at 70% of market rent. Overall, regardless of their income and circumstances, our tenants receive the same level of discount. A range of additional discounts are also made available in specific circumstances. This creates issues of inequity and hardship that need to be addressed.
7. The City Housing service is not rates funded and is solely dependent on its rental return. On average, rent returned is approximately 68% of total market rent. This creates financial sustainability issues for the service.
8. Extensive work to identify the key opportunities to improve City Housing's financial sustainability has been completed. This includes generating additional revenue through partnerships, reducing costs through targeted capital works programmes and reviewing how we operate to gain efficiencies and make cost savings.
9. Initial modelling shows that a more equitable rent setting scheme, that is income based, can provide a positive financial impact for our more vulnerable tenants and for the service, while not unduly affecting affordability for tenants overall.
10. The next step is to bring a draft rent setting scheme and consultation plan to Council for approval by the end of the year. Considerations will include alignment with Central



Government policy, affordability for tenants, complementing rather than competing with other housing providers, and how any potential changes will be transitioned to minimise any potential impact on tenants.

## **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Note progress on developing a draft rent setting scheme, policy and operational improvements.

## **Background**

11. The Council is one of the largest social housing providers in New Zealand outside of Housing New Zealand Corporation. City Housing manages approximately 2,000 properties, housing more than 3,500 people.
12. Overall the Council has a desire to provide social housing in the long term to those with a housing need, that tenancies are managed fairly, and that the service is financially sustainable and does not draw on rates funding.
13. Currently, local authorities are not eligible to apply for an Income Related Rent Subsidy (IRRS) from Central Government. Successive governments have repeatedly declined access to IRRS for local authorities.
14. In 2007, the Council entered into a Deed of Grant (the Deed) with the Crown who granted \$220 million to Council to upgrade its social housing portfolio. Along with a set of design specifications the Deed also requires the Council to continue to deliver social housing at approximately the same levels until 2037, and that the service is financially sustainable.
15. The Deed funds were granted to address years of deferred maintenance and renewals work, to the point where properties were no longer fit for purpose and in some instances, not fit for habitation without significant capital expenditure.
16. A detailed Housing Upgrade Programme (HUP) was developed and agreed with the Crown to carry out the required works during the first 20 years of the Deed. The HUP was divided into two phases each scheduled over 10 years. Phase 1 was to be funded by the Deed monies and Phase 2 was to be funded by Council. It was estimated and agreed that Council's contribution for Phase 2 would be approximately \$180m.
17. As planned, the Deed of Grant has now been fully drawn down. Accordingly, HUP Phase 1 was completed with the re-build of Te Māra (formerly known as Arlington Site 2) in September 2018. To date approximately 50% of the portfolio is upgraded and meets or exceeds the set specifications as outlined in the Deed.
18. Detailed planning is currently underway to complete HUP Phase 2 before 2027. This planning also includes ensuring Council complies with recent legislative changes that affect property condition such as the Healthy Homes Guarantee Act (2017).
19. On 27 February 2018 and 19 June 2018, officers briefed Councillors on issues affecting the Council's provision of social housing through the City Housing service. Issues of inequity among tenants caused by policy settings, our obligations under the Deed of Grant and the requirement for the service to be financially sustainable were discussed.

20. It was noted throughout the workshops that Council's inability to access IRRS funding for its tenants creates further inequity. Council tenants who find themselves in a similar situation to tenants of Housing New Zealand Corporation or a Registered Community Housing Providers (CHPs) are significantly financially disadvantaged.

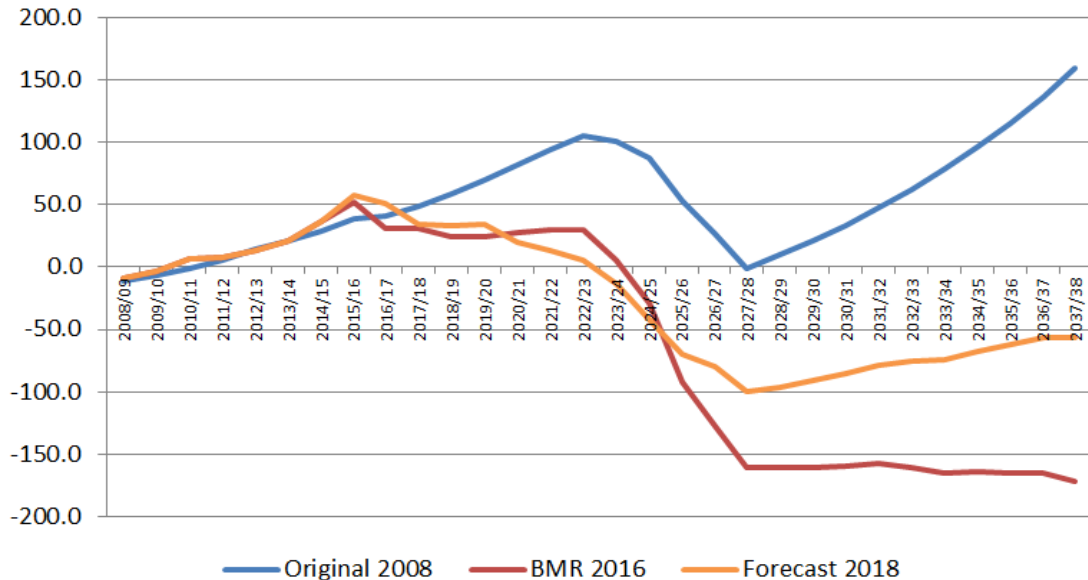
## **Discussion**

### ***Financial Sustainability***

21. Almost all social housing landlords across the world receive some form of subsidy in order to exist and operate. This enables them to provide their tenants with discounted rent and additional support services. Rental return alone is not sufficient.
22. Council tenants are not eligible for an Income Related Rent Subsidy from Central Government. IRRS funding is only available to Housing New Zealand Corporation and Registered Community Housing Providers (CHPs).
23. Social housing landlords who are eligible receive IRRS at market rent levels and generally receives further funding for providing additional support to its tenants. City Housing is not eligible to receive this subsidy from Central Government.
24. Furthermore City Housing does not receive rates funding and its finances are ring fenced. The entire operation is funded by rental revenue. This also means any revenue generated can only be used by City Housing.
25. In 2016 a detailed Business Model Review was undertaken and found that City Housing was not financially sustainable in the long term. It was confirmed that cash reserves would not be sufficient to fund Council's portion of the HUP. The review also identified that without significant change to City Housing's financial position, the service would accrue debt quicker than it could repay any advances.
26. Cash reserves need to be accumulated on a cyclical basis, to allow for ongoing upgrade works to occur. As depicted in Table 1 below original forecasts in 2008 anticipated slowly accumulating reserves over a 15 year period, following which the funds were to be invested back into the portfolio before entering another accumulation phase. Only at the end of an upgrade cycle should the reserves be fully utilised before starting the cycle again.
27. Following the review a number of opportunities or levers to improve City Housing's financial position have been identified and implemented. Examples of key opportunities are as follows:
- Exploring alternative funding mechanisms such as partnerships with HNZN to lease Te Māra, generating additional revenue, whilst also providing good quality social housing to tenants who have access to IRRS and to allow for further property development on other HNZN sites.
  - Improve capital efficiency through the Strategic Housing Investment Plan (SHIP) involving, disposals of non performing properties and investing sales funds back into new developments.
  - Achieving efficiencies through a Single Capital Works Programme including procurement and asset life cycle management. This includes planning to complete the remaining upgrade work in tenanted properties to minimise lost rent days and to eliminate relocation costs.
  - Operational efficiencies – looking at how we structure ourselves to deliver services. A full budget review and staff restructure was completed in 2018.

28. New financial projections completed in 2018 reflecting these changes, show significant improvements that have been achieved despite an environment of increasing operational costs (Table 1).

*Table 1: Business Model Review City Housing Cash Position*



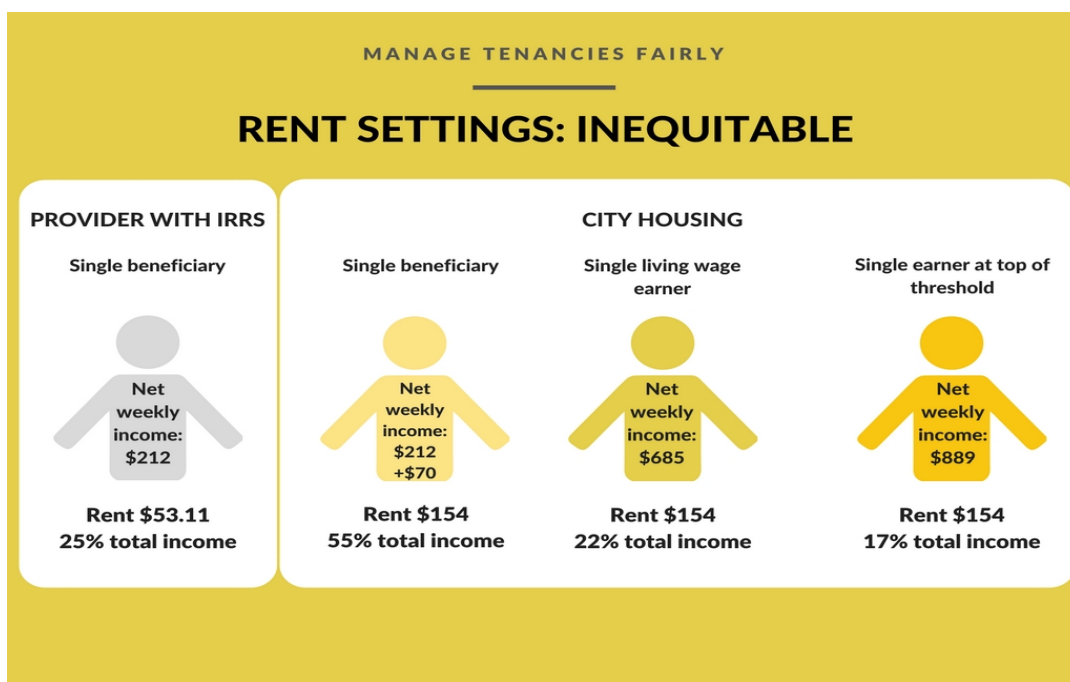
29. If City Housing cannot generate sufficient financial reserves then the implications are:
- Reduced investment in our housing stock resulting in deferred maintenance and properties not being upgraded to modern living standards. The risk of not complying with legislative requirements and the Deed will increase, as will the health and safety risk to our tenants.
  - Significant capital injections will be required after extended periods of limited maintenance and upgrades (as was the case with the Deed).
  - Rates funding may be required and would require trade-offs for other services.
30. The Business Model review identified that changing the Council's rental policy could have the greatest potential to improve the sustainability of City Housing. Policy settings could be changed to ensure the following:
- that the Council meets its Deed obligations
  - that tenants pay an equitable rent
  - that our rent setting scheme aligns with Central Government policy so that the tenant receives the maximum available support and that where possible this is recovered by Council.
31. On 21 June 2018 Council agreed (Refer Attachment 1: City Housing Policy Review Resolutions) to the development of, and key principles for, a new rental scheme that is:
- equitable for our tenants,
  - meets housing need, and
  - supports a financially sustainable City Housing service.

***Recap of policy settings and issues***



32. The Council's Social Housing Services Policy (the Policy) was last reviewed in May 2010. The Policy focuses on how we prioritise and allocate homes to potential tenants, how we set rents and how we manage the tenancies.
33. Overall the current rent setting policy does not take into account the individual circumstances of our tenants. Rents are generally set at 70% of market rent. Market rent assessments are independently completed each year. Market conditions mean that each year rent charges continue to increase.
34. Each tenant's income and circumstances are checked annually to confirm eligibility to be housed by City Housing. There are varying thresholds to eligibility based on household type. For example a family can earn more than a single person before they are considered as being outside of eligibility.
35. Tenants can also move in incremental steps onto full market rent when their income or assets are above certain thresholds. These tenancies are reviewed after 12 months with an expectation that tenants should move out of social housing as their circumstances improve.
36. In addition, the policy also provides a range of further rent discounts such as caps on increases, and an affordable rent subsidy. The combined discounts result in only 68% of market rent being returned across the portfolio.
37. City Housing has a reasonably high turnover of newer tenancies and lower income earners. In contrast those tenants earning income at the higher end of our eligibility threshold pay a much lower percentage of their income as rent. Comparatively the turnover of this cohort is considerably lower.
38. Inequity occurs as tenants in similar properties end up paying the same rent regardless of their income or circumstances. Furthermore, Council tenants who would meet the criteria for IRRS are significantly worse off than their counterparts who are housed by an eligible provider despite being eligible for an accommodation supplement. Refer to Table 2 below.

*Table 2: Comparison of different rent settings with market rent of \$220 (Feb18)*



***Progress to develop a new rent setting scheme***

39. To achieve the three outcomes of equity, meeting housing need and financial sustainability, policy settings need to be changed to enable the City Housing service to adapt to escalating pressures.
40. Officers have developed a *Rental Analysis Forecasting Tool* that is able to model how changes to rental settings affect affordability for tenants and the financial sustainability of the service. Combined with the Wellington Housing Affordability Model analysis this will help develop options that make affordability, sustainability and equity clear.
41. Initial modelling shows that a more equitable rental system can also provide a positive financial impact for some of our more vulnerable tenants and the service, while not unduly affecting affordability of tenants overall.
42. More detailed work is required to develop an equitable rent setting scheme to ensure that it takes into account the various circumstances of our tenants. Alongside this work, housing market conditions and pressures, changing demographics, Central Government policy settings, and the financial sustainability of the service will need to be considered and balanced.
43. Preliminary discussions with tenants indicate awareness of the inequities in the status quo and support for the need for change. Tenant and stakeholder engagement will be an important part of developing the new rent setting scheme – key tasks and a proposed timeframe for work is set out below (refer Next Actions).

***Access to the Income Related Rent Subsidy***

44. IRRS tenants pay approximately 25% of their income as rent up to a set threshold, at which point the percent they pay increases to 50% of their income. The remainder of the market rent is paid to the social housing agency by Central Government as a direct subsidy. Many providers also receive extra funding to provide additional intensive tenancy services.
45. Despite receiving an accommodation supplement, it is clear City Housing tenants on a low income would be better off on IRRS. Also our tenants on higher incomes would likely pay more rent if they were eligible for an IRRS.
46. IRRS funding is only available to Housing New Zealand Corporation and Registered Community Housing Providers (CHPs). Successive governments have repeatedly declined access to IRRS for local authorities.
47. Officers and Local Government New Zealand have recently approached the current Minister of Housing, the Minister of Finance and various government agencies including the new Ministry of Housing and Urban Development to advocate for local authorities to be able to access the IRRS. However, throughout these discussions it has been confirmed that IRRS will not be offered directly to local authorities in the immediate future.
48. There are two alternative ways for the Council to access IRRS:
  - Establish an arms-length entity where the Council would hold a minority shareholding or governance role and for it to become a CHP. Tenants would be allocated housing by the Ministry of Social Development (MSD). Each new tenant allocated by MSD would be eligible for IRRS (if within the IRRS eligibility criteria). Existing tenancies would not be eligible.
  - Enter into a partnership agreement with an existing CHP or Housing New Zealand Corporation, where the Council leases housing to the CHP for placement of tenants by MSD. The tenancies would be eligible for IRRS and managed by the CHP.

49. Given the Deed of Grant commitments, the desire for Council to remain directly in social housing, and the legal complexity associated with establishing an arms-length entity, this way of accessing an IRRS has not been explored further.
50. City Housing already has a small number of leases with providers, such as the Salvation Army, Dwell Housing Trust, and Housing New Zealand (HNZ) who are eligible to access an IRRS for their tenants. More recently with the completion of Te Mara, 105 units were leased to HNZ significantly reducing rents for the tenants there and increasing rental revenue for City Housing.

## Next Actions

51. Planned next steps are detailed below in Table 3.

*Table 3: Timeframe and Key Tasks to develop a new City Housing rent setting scheme*

Timeframe	Key Tasks
June to October 2019	<ul style="list-style-type: none"> <li>Complete rental analysis and related scenarios.</li> <li>Develop new options for rent setting and tenancy services.</li> <li>Discuss possible settings with tenants, housing sector representatives and government and non-governmental agencies working in housing, and Council advisory groups.</li> </ul>
November 2019	<ul style="list-style-type: none"> <li>Draft consultation document and Council papers.</li> </ul>
December 2019	<ul style="list-style-type: none"> <li>Seek approval to consult.</li> </ul>
February to March 2020	<ul style="list-style-type: none"> <li>Consultation period of six to eight weeks. Proposed timing is to ensure adequate time to encourage tenant submissions via presentations and opportunities, and avoids the December and January period (e.g. business holidays).</li> </ul>
April 2020	<ul style="list-style-type: none"> <li>Oral Hearings and Presentations to Councillors as required.</li> </ul>
June 2020	<ul style="list-style-type: none"> <li>Final policy for Council consideration.</li> </ul>
July 2020	<ul style="list-style-type: none"> <li>New policy takes effect.</li> </ul>
September 2020	<ul style="list-style-type: none"> <li>New policy implemented</li> </ul>

## Attachments

Attachment 1. City Housing Policy Review Resolutions (21 June 2018)

Page 243

Authors	Michelle Riwai, Manager City Housing Geoff Lawson, Principal Advisor Leila Martley, Senior Policy Advisor
Authoriser	Barbara McKerrow, Chief Operating Officer



---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

When Council is asked to approve a draft for consultation a full consultation plan will be provided for a six to eight week consultation period.

### **Treaty of Waitangi considerations**

A proportion of tenants may be mana whenua or from other iwi groups. In addition, housing partners may be from mana whenua and other Māori communities. The Council will engage with mana whenua and Maori housing related groups to ensure views are considered.

### **Financial implications**

The impetus for this work is to ensure the financial sustainability of the Council's social housing, and to address financial equity issues for tenants. The consultation papers will include financial analysis associated with different rental options.

### **Policy and legislative implications**

The development of change options will consider Central Government policy settings. There are no legislative implications to change the Council's rent setting scheme, although compliance with the Deed of Grant must be considered in all change options.

### **Risks / legal**

Notwithstanding the Residential Tenancies Act, all change options must comply with the terms of the Deed of Grant. There are considerable financial risks in not addressing the financial sustainability of the City Housing service. These are addressed in the body of the paper.

### **Climate Change impact and considerations**

There are no significant climate change implications, however, housing that is built and maintained to a high standard of amenity will require less energy for living in than poorly maintained housing.

### **Communications Plan**

A communications and consultation plan will be developed, to ensure all affected and interested parties are canvassed for their views. Establishing a clear timeframe will in part help with effective communication.

### **Health and Safety Impact considered**

There are no health and safety impacts for Council staff at this stage. Risks will be assessed as part of change options.

### City Housing Policy Review Resolutions (21 June 2018)

That the City Strategy Committee:

1. Receive the information.
2. Agree the approach is to provide an enduring and enabling policy framework where social housing decisions are made at the right level:
  - a. Councillors set and monitor the long-term policy direction through governing principles and service delivery parameters.
  - b. City Housing is then enabled to:
    - Develop the operational procedures and guidelines to deliver within these parameters
    - Develop an agile and responsive workforce able to create and act on opportunities
    - Manage risks and achieve the best outcomes for tenants (seeking Council approval if actions exceed agreed parameters).
3. Agree that the City Housing Policy needs to:
  - a. Support Council's vision of "All Wellingtonians well housed"
  - b. Provide a broader range of services for different needs in the population, offering products to different segments that face barriers in accessing housing across the spectrum, and recognising the role of other housing providers
  - c. Balance delivery of housing outcomes with a financially self-sufficient operation.
4. Agree to the following governing principles that will set the direction for the City Housing Policy:
  - a) The policy **strengthens All Wellingtonians being "well housed"** by providing fit-for-purpose housing, for the right households, in the right location, at the right price, with the right support.
  - b) **Matching housing need with supply** takes a **person-centred approach** and considers need variables including **affordability, access, discrimination, and security of tenure.**
  - c) Where City Housing is the right outcome, those most in need are allocated housing using strategies **tailored** to household need and **tiered** by service level. Including a new rental scheme that allows rent charges to be set in a more equitable way.
  - d) Leveraging **partnerships** creates better outcomes for those in housing need, increases housing supply options and improves overall services to tenants, and the city.
  - e) The **strategies and priorities** for City Housing are agreed and monitored, with outcomes reported back to governors on a regular basis.
5. Agree to the following service delivery parameters and outcomes for City Housing operations:

- a) **Fit-for-purpose housing** to a modern standard (warm, dry, and safe) with a target percentage meeting an agreed level of accessibility.
  - b) **For the right households** using a Needs Assessment to determine eligibility based on current situation, housing need and best outcome.
  - c) **In the right location** that delivers a sense of community, safety, belonging and best matches housing need and supply across the housing spectrum.
  - d) **At the right price** for tenants using the Council's social housing rent setting system with charges based on tenant circumstances, including scenarios mitigating negative financial impacts for existing tenants.
  - e) **Ensuring a commitment to tenants** by engaging with them to achieve their housing aspirations and providing appropriate support when required.
6. Agree to Officers preparing a draft rental scheme that provides for a greater level of equity for our tenants to be considered by Council for consultation.
7. Agree as a Council, noting the significant cost to our tenants of the current policy, to call on central government to act with urgency to extend Income Related Rent Subsidies to Council social housing tenants who otherwise meet the criteria to receive these subsidies.
8. Note that Officers will review the process for assessing tenants' income and assets to ensure greater accuracy.



---

## **PUBLIC HEALTH BYLAW (PUBLIC POOLS) - CONSULTATION REPORT**

---

### **Purpose**

1. This report presents the results of public consultation and officer analysis, and asks the Committee to recommend that the Council adopt the amended Public Health Bylaw (Public Pools) (Attachment 1).

### **Summary**

2. Consultation on proposed amendments to the Public Health Bylaw (Public Pools) has been completed. Two amendments are proposed: to include 'splash pads' in the definition of public pools, and to align content on the supervision of children with the Aquatic Facility Guidelines 2015.
3. Consultation documents also asked for comment about regulation of other health topics and noted research on hygiene risks at beauty salons. The consultation showed some support for regulation as a precautionary approach to manage hygiene risks.
4. Officers propose to report back to the Committee later this year, in view of work in progress at Hutt City Council to develop a bylaw regulating the appearance industry (e.g. beauty salons, tattoo parlours), and the potential to develop regional hygiene standards.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Note the summary of submissions (Attachment 2) from public consultation was on a proposed amended Public Health Bylaw (Public Pools).
3. Agree two amendments to the Public Health Bylaw (Public Pools) (Attachment 1):
  - a. adding 'splash pads' to the definition of public pools, and
  - b. re-align content about the supervision of children with the Aquatic Facility Guidelines 2015, New Zealand Recreation Association
4. Agree that the Public Health Bylaw (Public Pools) is the most appropriate form of bylaw and does not give rise to any New Zealand Bill of Rights Act 1990 implications.
5. Recommend to Council that it adopts the amended Public Health Bylaw (Public Pools) (Attachment 1).
6. Delegate to the Chief Executive and the Portfolio Leader the authority to amend the proposed amended Bylaw to include any amendment agreed by the Committee and any associated minor consequential edits.

#### *Beauty industry regulation*

7. Note that submissions were sought on any other matters to regulate in a public health bylaw, and several submitters addressed the topic of regulating to manage hygiene and health risks at beauty salons, both for and against regulation.

8. Note that regulation of the beauty industry would be a precautionary as there is not a clear evidence base of issues (e.g. infection).
9. Note that regulation usually addresses activities that puncture the skin or could puncture the skin, and usually takes the form of guidelines or a code of practice with registration or licensing and inspection requirements set out in a bylaw.
10. Note that Hutt City with support from Regional Public Health are conducting pre-consultation on an 'Appearance Industry Bylaw' about activities that risk puncture or risk puncturing the skin (Attachment 3).
11. Note alignment or joint development of guidelines or a code of practice would be useful for education and clarity (e.g. some businesses have branches across the region), subject to local consultation.
12. Note that subject to feedback received at this meeting, officers propose to report back to Councillors on the Hutt City bylaw development process and options to join a regional approach to guidelines or a code of practice – when the Hutt City regulation is further progressed, and seek further information on issues (e.g. infection) in the interim.

## Background

5. The Local Public Health Bylaw became due for review on 1 July 2018 and the review must be completed by 1 July 2020 in order for the Bylaw not to lapse. On 11 April the Committee approved a statement of proposal for public consultation on the proposed Public Health (Public Pools) Bylaw (the bylaw). The proposed changes considered in consultation were to:
  - No longer provide for the registration, inspection and grading of food premises because this is now comprehensively regulated by the Food Act 2014; and
  - Continue to provide for the registration of public pools because it provides a system that is working well to prevent the spread of disease via public pools, which in turn helps maintain a high level of trust in our public pools. The bylaw content about public pools was retained but redrafted to provide for a simpler drafting style.
6. The consultation also asked if people thought other areas should be regulated under a public health bylaw (e.g. the beauty industry). Consultation was open from 23 April to the 24 May. Twelve submissions were received. A summary of submissions has been prepared (Attachment 2). Key points are outlined in the discussion below.

## Discussion

### *Public Pools.*

7. Few comments were received about public pools content and this likely reflects that only drafting improvements were proposed to the bylaw. Regional Public Health proposed that 'splash pads' be added to the definition of public pools. There have been cases of disease spreading at these venues, and it will make the requirements clear for anyone considering setting up a splash pad. Officers recommend that 'splash pad' is entered at clause 2.1 (Attachment 1).
8. Regional Public Health also suggested Council inspectors develop and use a risk matrix and tailor management for pools based on risk. Council inspectors already tailor

management based on risks at specific pools and Council pools are managed to a higher standard (e.g. more frequent water testing than required in standards). Comments have been referred to the Public Health inspectors as an operational consideration.

9. Prior to consultation the Committee asked for the rules about supervising children to be made clearer and draft content was added to the consultation version which distinguished between signage requirements for 5 years and over, and under 5 year olds (clause 7.2). This was based on Wellington City Council pool rules. However, after the close of consultation officers have discovered this would overlap and be inconsistent with the Aquatic Facility Guidelines 2015, New Zealand Recreation Association (the Guidelines).
10. The Guidelines encourage all public pools to have rules about supervision of children. The content of these rules and their implementation are reviewed annually by an approved pool inspection agency (e.g. Poolsafe). This provides comprehensive regulation by specialised agencies. The Guidelines have an industry standard in that can be legally binding if included in a bylaw, the exact wording is: *Children under eight must be actively supervised by a caregiver 16 or over. Actively supervised means watching your child at all times. Able to provide immediate assistance.*
11. Officers recommend the bylaw text is re-aligned with this guideline content, mark-up is shown at clauses 6.1 and 7.2 (Attachment 1). This means that the bylaw can reinforce the guidelines (which are inspected against) rather than specify a slightly different requirement. Council inspectors will continue to check for appropriate signage under (clause 7). This is not considered a material change to the version consulted on because the requirement for all children to be actively supervised by a caregiver aged 16 or more remains.

*The beauty industry – national context and local research*

12. The beauty industry is not subject to central government regulation. This means that practices like pedicures, facials, waxing, are not subject to any legislative regime. There are however beauty industry qualifications and guidelines, and generally covering activities that puncture, or risk puncturing, the skin:
  - Guidelines for the safe piercing of skin, Ministry of Health
  - Customary Tattooing Guidelines for Operators, Ministry of Health
  - Auckland Council – Health and Hygiene Code of Practice 2013
  - New Zealand Association of Registered Beauty Therapists (NZARBP) Health and Hygiene Guidelines (reviewed 2017).
13. The Council Public Health Team has not received direct evidence of issues arising from the beauty industry (e.g. infection), but research by Regional Public Health has identified that many nail bars and beauty salons have hygiene practices that may not be sufficient to prevent the spread of disease. The Regional Public Health report 2018. *Survey of Knowledge and Infection Control Practice in Salons Offering Nail Services, Wellington. Regional Public Health* is about a survey they undertook based on visiting and interviewing 57 salons in the region, 27 of them in Wellington. While they found some salons following guidelines and best practice, they also found:
  - that a relatively high proportion of staff didn't know what diseases were transferrable, and how to prevent transfer,
  - only a few places sterilise instruments like nail clippers, or clean and protect foot spas to a standard that is adequate to prevent the spread of infections, and



- in many cases where instruments are sterilised, they are not stored in a way to maintain sterilisation.
14. The common test for a bylaw is that it is address a specific nuisance or issue under the Local Government Act 2002 (LGA). However some local authorities are now regulating the beauty industry to manage the risks of infection from insufficient hygiene (e.g. Auckland, Dunedin City, Masterton, South Wairarapa, Stratford, Ruapehu, and Timaru District Councils).
  15. Regulation usually takes the form of a standards or guidelines that must be followed, and a registration and inspection system set out in a bylaw.

*The beauty industry – submissions on the Public Health (Public Pools) Bylaw*

16. Most submitters addressed the topic of regulating the beauty industry. There was not a lot of additional information about particular issues, with only one submitter noting having had nail infections and having seen poor practices. Another was particularly concerned to regulate Botox more strictly. Otherwise submissions were at a fairly high level whether or not to regulate and what to consider when developing regulation.
17. The District Health Board and Regional Public Health submitted to express support for regulation with a minimum standard for infection control and hygiene.
18. Industry groups expressed support in principle for regulation and a willingness to work with the Council to get guidelines or a code of practice right so that they are effective, and ensure aspects like on the job training can be catered for. A wish for consistent bylaws across the country was noted. The industry organisations submitting were:
  - New Zealand Hair and Beauty Industry Training Organisation (HITO)
  - New Zealand Board of Professional Skin Therapies
  - New Zealand Association of Registered Beauty Therapists (NZARBT).
19. Some submitters were not in favour of regulation noting:
  - education of operators could be encouraged without regulation
  - if there were significant issues then the Government would regulate, and
  - regulation may be costly and could stifle competition by favouring incumbents.
20. Officers express agreement in the summary of submissions (Attachment 2) that the points raised would all be relevant considerations if the Committee is interested in developing regulation for the beauty industry.

## Options

21. Officers consider there are two main options about the beauty industry, either:
  - Continue to monitor for health issues arising from the beauty sector, and look at regulating if issues arise; or
  - Consider a precautionary approach, and consider regulating as a preventative measure.
22. Hutt City with support from Regional Public Health is conducting pre-consultation to develop an 'Appearance Industry Bylaw' to cover activities that pierce the skin, risk piercing the skin, or risk burning the skin. A table of different activities outlined in their pre-consultation is attached (Attachment 3). The pre-consultation outlines a model of registration with an indicative cost to businesses of \$240 per year for an inspection and registration plus an hourly rate of \$160 for annual inspections that take extra time.

23. A report on the pre-consultation is due to the Hutt Valley Services Committee on 30 August 2019 – this Committee deals with services being provided between Hutt City and Upper Hutt jointly, and will consider if a joint bylaw is appropriate. Subject to committee decisions, a bylaw and appropriate guidelines or code of practice for hygiene may be developed – subject to special consultative procedure.
24. Officers met with Hutt City and Regional Public Health on 13 May 2019. At the meeting it was agreed that Wellington City Council officers would be kept informed of the pre-consultation process, and be invited to join relevant working groups. Officers agreed it would be desirable, if Wellington City Council would like to regulate in future, to have a common guideline or code of practice for the region.
25. While the pre-consultation report will not be available until the end of August, Hutt City officers were able to note at the meeting on 13 May 2019:
  - they are finding industry support for regulation, with some concern about costs
  - many members of the public assume that there already is regulation
  - they are not yet consulting on guidance or a code of practice, and expect to develop these in consultation with industry, and using existing guidance
  - using a pre-consultation is helping to establish a collegial approach for industry, the Council and Regional Public Health to ensure a workable approach, and
  - the overall process is also working to support education, many in the industry did not realise their practices were insufficient, and some who graduated years ago are finding the education aspect valuable.
26. Officers propose that the Committee consider the question of regulation in more detail after proposed regulation in the Hutt City is further progressed. This will provide the opportunity to learn from their experience, use a similar approach, and potentially develop a regional guidance or code of practice for managing hygiene related risks. Any guidance or code of practice would require consultation with Wellington businesses, but a starting point of alignment or even joint development would be useful for education and clarity (e.g. some businesses have branches across the region).
27. Other considerations would be:
  - Development costs: staff time (e.g. policy, public health) management oversight, Council time, legal team for drafting, and public consultation would bring in industry and public time as well.
  - Ongoing costs: Cost recovery is generally part of regulatory design, but there are risks when developing new expertise to inspect and regulate a new sector. Web searches indicate that in Wellington there are at least 25 tattoo studios (including cosmetic tattoo) and at least 90 beauty and nail salons.
  - Alternative options that could be effective: Under the LGA the Council will still need to consider if a bylaw is the most appropriate response. Alternatives will need to be considered, like education, or even an alternative approach like seeking the development of a national standard.
  - Scope of regulation: The Council will need to consider what practices to regulate and the criteria for regulating (e.g. Attachment 3).
  - Evidence base: Even with a precautionary approach it would be desirable to have better evidence of issues to ensure that regulation were effective - regulating without understanding of each activity could risk unnecessary or ineffective regulation. Officers will seek more detailed Accident Compensation Corporation data as one possible source.
28. Officers propose to report back to the Committee on these matters alongside on progress on the Hutt City bylaw development and the potential for regional guidelines

or code of practice. There is no evidence base that would warrant a more urgent response (e.g. infection).

## Next Actions

29. If the Committee agree, Council will consider amendments to the Public Health Bylaw (Public Pools) for approval on 26 June 2019. Subject to approval the amended bylaw will come into effect on 1 July 2019.
30. Subject to feedback received at this meeting, officers propose to report back to Councillors on the Hutt City bylaw development process and options to join a regional approach to guidelines or a code of practice – when the Hutt City approach is further progressed. Their planned next step is a report to the Hutt Valley Services Committee on 30 August 2019, and potentially bylaw development in 2020.

## Attachments

Attachment 1.	Proposed Amended Public Health Bylaw (Public Pools)	Page 252
Attachment 2.	Summary of Submissions	Page 256
Attachment 3.	Hutt City Scope of Pre-Consultation	Page 261

Author	Leila Martley, Senior Policy Advisor
Authoriser	Baz Kaufman, Manager Strategy Hayley Evans, Director, Strategy and Governance (Acting)



---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Consultation on the proposed amended Public Health Bylaw (Public Pools) was open from 24 April to 24 May 2019. A copy of all consultation papers were mailed to all public pools. A news release was issued by the portfolio lead. Beauty sector groups were contacted directly, and discussions were held with Hutt City and Regional Public Health.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

### **Financial implications**

There are no financial implications.

### **Policy and legislative implications**

Regarding public pools, the Committee could choose not to progress amendments, and allow the bylaw to be automatically revoked. As noted to the Committee previously (11 April 2019) this is not recommended as the bylaw provides protection of public health at swimming pools and helps sustain a high level of confidence in our pools.

### **Risks / legal**

On 11 April 2019 the Committee determined that it remains appropriate to have a bylaw for addressing public health problems at public swimming pools, after considering alternative forms of regulation and alternatives to regulation.

Now, before making the proposed amendments, the Council must determine whether the proposed bylaw is in the most appropriate form of bylaw and determine whether the proposed bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990 (sections 160 and 155(2) Local Government Act 2002).

In carrying out this review, officers have recast the bylaw to focus on its form and ensure that it can be readily understood. This ensures that the problem of public health issues at public pools can be effectively understood and regulated. Officers therefore consider that it is the most appropriate form of bylaw.

Officers consider that no provision in the proposed amended bylaw is inconsistent with the Bill of Rights Act or give rise to Bill of Rights Act implications.

### **Climate Change impact and considerations**

There are no climate change considerations.

### **Communications Plan**

The amendments to the bylaw will be notified when they take effect.

### **Health and Safety Impact considered**

Health and safety are hoped to be improved by the clearer expression of requirements in the amended bylaw.

**Proposed amended Public Health Bylaw (Public Pools)****Introduction**

This bylaw is made under section 145 of the Local Government Act 2002 and section 64 of the Health Act 1956. The bylaw was adopted on 1 July 2008 and amended on [insert date].

**Contents**

1. Purpose
2. Interpretation
3. Public pools to have certificate of registration
4. Premises and equipment to be clean
5. Compliance with pool water quality standard
6. Children to be supervised
7. Signs to be displayed
8. Fees
9. Notices to remedy public health risks
10. Offences

**1. Purpose**

- 1.1 The purpose of this bylaw is to promote, protect and maintain public health and safety at public swimming pools.

**2. Interpretation**

- 2.1 In this bylaw, unless the context otherwise requires—

**authorised officer** means an enforcement officer authorised under the Local Government Act 2002, a public health inspector authorised under the Health Act 1956, or any other person appointed as an authorised officer by Council for the purposes of administering and enforcing this bylaw

**actively supervised** means watching any dependent child at all times and being able to provide immediate assistance

**certificate of registration** means a certificate issued by the Council in accordance with clause 3.3 of this bylaw

**operator** means any person who operates a public pool

**public pool** means a water-retaining structure, wholly or partially of artificial construction and generally having a circulation and filtration system, designed for recreational, training or therapeutic use and includes commercial, school,

institutional, club, hospitality, community, ~~and~~ local authority pools and splash pads. It does not include pools for domestic use only.

- 2.2 Any explanatory notes and attachments are for information purposes, do not form part of this bylaw, and may be made, amended and revoked without formality.

### 3. Public pools to have certificate of registration

- 3.1 Any person who operates a public pool must:

- (a) hold a valid and unexpired certificate of registration; and
- (b) clearly display the certificate at the principal entrance or reception of the pool so as to be readily visible to the public to the satisfaction of an authorised officer.

- 3.2 An application for a certificate of registration for a public pool must be made:

- (a) on the form provided by the Council for that purpose;
- (b) include all information required; and
- (c) be signed by the operator.

- 3.3 The Council may issue a certificate of registration for a public pool, with or without conditions, having regard to:

- (a) the results of any inspection of the public pool by an authorised officer;
- (b) whether water quality complies with the New Zealand Standard on Pool Water Quality (NZS5826:2010) and, if not, the extent of any non-compliance;
- (c) whether there has been any non-compliance with this bylaw; and
- (d) whether at least one person involved in water treatment and testing of the pool has successfully completed training from a registered New Zealand Qualifications Authority (NZQA) training establishment covering *Unit Standard 20046 monitor pool water quality and store pool water treatment chemicals*.

- 3.5 A certificate of registration expires 12 months from date of issue unless otherwise provided by condition.

- 3.6 A certificate is personal to the operator and is not transferable.

### 4. Premises and equipment to be clean

- 4.1 All public pool areas and associated facilities and equipment must be maintained in a clean and hygienic condition.

### 5. Compliance with pool water quality standard

- 5.1 The operator of a public pool must ensure that the pool and premises comply with the New Zealand Standard on Pool Water Quality (NZS 5826:2010).



- 5.2 The operator of a public pool must ensure that, at all times during the currency of a certificate, at least one person who is involved in water treatment and testing of the pool has successfully completed training from a registered NZQA training establishment covering *Unit Standard 20046 monitor pool water quality and store pool water treatment chemicals*.

#### 6. Children to be supervised

- 6.1 Children under eight years ~~old~~ are not permitted in public pool premises unless must be actively supervised by a caregiver aged at least 16 years of age or over.

#### 7. Signs to be displayed

- 7.1 At all times that a public pool is operated, the operator of the pool must display signage relating to appropriate behaviour, supervision of children, safety and disease prevention measures.
- 7.32 The signage must be in full and unobscured view to the public and displayed at:
- (a) the principal entrance or reception of the pool; and
  - (b) any other public areas at the pool, as may be required by an authorised officer.
- 7.23 ~~Safety~~ The signage about supervision of children must explain that: ~~(a) all children under 5 years old must be kept within arms' reach of a caregiver aged 16 or over; and (b) all children 5 and over, and under 8 years old, must be actively supervised by a caregiver aged 16 or over.~~

#### 8. Fees

- 8.1 The Council may by resolution set fees and charges to be payable for functions undertaken by the Council under this bylaw.

#### 9. Notices to remedy public health risks

- 9.1 An authorised officer may issue a written notice to an operator requiring that the operator carry out any specified corrective action or otherwise undertake any action required to comply with this bylaw or address a public health risk at a public pool.
- 9.2 If the operator of a public pool does not comply with the written notice an authorised officer may initiate a review of the relevant registration. As a result of that review the officer may:
- (a) suspend the certificate of registration;
  - (b) amend or impose additional conditions of registration; or
  - (c) cancel the registration.

## 10. Offences

- 10.1 A person who breaches this bylaw commits an offence and is liable to a penalty under the Local Government Act 2002 or the Health Act 1956.

### Related links

- [Wellington City Council Public Pools \[https://wellington.govt.nz/recreation/get-active-with-us/swimming-pools/indoor-pools\]](https://wellington.govt.nz/recreation/get-active-with-us/swimming-pools/indoor-pools)
- Pools: safety at the pool, Ministry of Education [https://www.education.govt.nz/school/property/state-schools/school-facilities/swimming-pools/pool-safety/]
- Application [form](#) for registering a public pool [link to be provided]

**Summary of Submissions**

Submissions on the Public Health (Public Pools) bylaw were sought from Tuesday 23 April to Friday 24 May. The submission process was promoted via the Council website, and a news release was also provided, resulting in newspaper coverage of the fact that information was also being sought from the beauty industry. Officers also contacted the New Zealand Association of Registered Beauty Professionals directly to inform them of the opportunity to comment. Discussions were held with Regional Public Health and Hutt City.

Submission questions were:

1. Are there any areas you think the proposed bylaw could be made clearer or easier to understand?
2. Is there anything else you think should be in the bylaw about public health at swimming pools?
3. Do you have any concerns about other areas of public health that you think the Council should consider – for example in relation to the health and beauty industry?

Twelve submissions were received. There were only a few direct comments about the public pools content (Table 1). This was not unexpected, as only drafting improvements were proposed. Most responses were about the beauty industry (Table 2).

*Table 1: Public Pools*

#	Submitter	Submission Comment	Officer's Response
1	Regional Public Health (RPH)	Support the bylaw. Recommend 'Splash Pads' (or water play parks) be included in the definition of public pools. The Raumati Splash Pad had an outbreak of <i>Cryptosporidium</i> in February 2018. If there is re-circulated water it should be treated as there is a high likelihood that children swallow enough water that there is a public health risk if contamination is present. RPH recommend additional treatment such as ultraviolet light disinfection. There should also be public health signage about avoiding use after illness, and use of swimwear or swimming nappies.	<b>Agree.</b> The main focus of the bylaw is the management of water quality at public facilities for the prevention of public health risks.  There would be no reason to exclude splash parks. While there are no splash parks in Wellington at present, inclusion in the definition will make requirements clear.  <b>Recommend:</b> Add 'splash pads' to the definition of public pools.
2	Rebecca Drent	Signs should be displayed about the risks of infection from bacteria in the pool rooms.	<b>Noted.</b> Cleaning standards are to mitigate risks (e.g. tinea/athlete's foot), but may not completely resolve them. Signs about safety and health (e.g. not to swim if you have had diarrhea) are more important.
3	Regional Public Health	Recommend Council officers develop and use a risk assessment matrix to assess the risks at each pool before issuing a certificate of registration. This will allow an authorised officer to	<b>Noted.</b> Officers already assess pools based on their characteristics and use checklists and assessment tools. All pools must meet the Pool Water Quality Standard (NZS 5826:2010).



#	Submitter	Submission Comment	Officer's Response
		determine the appropriate level of standards a facility and their staff should meet that is correlated to the likely level of public health risk that the facility may represent. Contact details for discussion provided.	Council pools are managed to exceed the requirements of the Pool Water Quality Standard given the public use (e.g. more frequent water testing than required). The Public Health team will discuss with RPH officers as offered.
4	Bernard O'Shaughnessy	Council officers have been lax in establishing health standards. I can name 28 cafes and restaurants that should be closed because of rats, mice, flies and bad kitchen procedures.	<b>Out of scope.</b> Concerns about any food premises should be directed to the Council Public Health Team. Phone: 04 4994444, Email: <a href="mailto:publichealthenquiries@wcc.govt.nz">publichealthenquiries@wcc.govt.nz</a>
5	Bernard O'Shaughnessy	Close down Khandallah Pool.	<b>Noted.</b>
6	Bernard O'Shaughnessy	Standards must be maintained. Lifeguards get a hard time.	<b>Noted.</b>

*Table 2: Beauty Industry*

#	Submitter	Submission Comment	Officer's Response
<b>Do not support regulation</b>			
1	Andrew Wharton	Consider regulation cautiously, only regulate if there is demonstrable harm occurring with a higher cost than regulating. There is no spread of disease through Wellington. A study just shows many salons are not familiar with best hygiene practices. Some basic education could solve the problem at a much lower cost.	<b>Noted.</b> Alternatives to regulation (e.g. education) will need to be considered as alternative options, alongside any further proposal to develop a bylaw.
2	Andrew Wharton	Incumbent businesses are more likely to support regulation and can use it to control entry (e.g. an example from USA where somebody can no longer do African braiding as they must be a licensed cosmetologist – and the training course costs \$16,000). Please ensure this does not happen in Wellington.	<b>Noted.</b> Officers consider regulation should be appropriate for the activity being undertaken, and should not impose unnecessary training requirements on businesses. New Zealand Hair and Beauty Industry Training Organisation (HITO) submission (below) note they would like to work with Council to ensure appropriate on the job training if a bylaw were to be developed.
3	Serge Peters	If there is a public health issue it should be sorted by the Government not the Council.	<b>Noted.</b> The Ministry of Health provides guidance on several topics but has not indicated that regulation will be developed at any stage soon.

#	Submitter	Submission Comment	Officer's Response
Support regulation			
4	Capital and Coast District Health Board and Regional Public Health	Support a bylaw, our submission is also endorsed by Health System Committee [previously Community Public Health Advisory Committee]. A bylaw with registration and annual inspections would provide a framework requiring businesses to comply with minimum standards for infection control and hygiene. We recommend it cover commercial services that risk cutting, piercing or burning the skin (e.g. beauty, nail salons, tattoo, body and skin piercing studios).	<b>Noted.</b> These submitters all support regulation based on standards of hygiene and criteria, with annual registration and inspection by the Council (to ensure any standards and criteria are appropriately applied).  Should the Council wish to regulate CCDHB, RPH and industry bodies are willing to work with Council on regulation.  Under Local Government Act 2002 criteria a bylaw should usually address a particular problem. A precautionary approach is sought to better manage risk to public health (from poor hygiene), rather than a perceived problem.  <b>Noted.</b> With regard to scope of any potential regulation. Comments are noted, the scope of any regulation would be an important consideration.
5	NZ Hair and Beauty Industry Training Org. (HITO)	Support regulation based on a consistent (across NZ) minimum standard for sterilisation and hygiene, and regulation with license and certification by the Council's environmental health team, to promote and protect public health in the health and beauty industry. Propose nails and waxing, skin and body piercing and tattooing - be clear what it covers.	
6	Rebecca Drent	Should be regulatory checks that salons workers have training and understand and can demonstrate knowledge of how to control diseases and use sterilisation procedures.	
7	Bernadette Anne	Better training and monitoring. Self-monitoring is no longer working.	
8	Sue Kedgley	There should be national regulation, but in absence, Councils should take a precautionary approach. Essential that Wellington follow other councils in the area (e.g. Masterton and South Wairarapa) to pass a bylaw that requires annual registration and inspection for nail, beauty and tattooing services. Hutt is consulting on a bylaw. Many other areas have a bylaw (e.g. Auckland, Napier, Dunedin).	
Some support for regulation with comment about what to consider or how to regulate			
10	HITO	To develop criteria consult with beauty therapy industry and public health.	<b>Agree.</b> If regulation is developed engagement with industry bodies with practitioners will be planned to correctly identify, describe and
10	NZ Board of Professional	The Board would like to help design the best possible bylaw to protect	

#	Submitter	Submission Comment	Officer's Response
	Skin Therapies	<p>health, safety and wellbeing of the public. We have worked with local authorities and this is an aim of our organisation.</p> <p>[The president of the organisation has been complaints officer for NZARBT (see below)]. Unfortunately in some areas with bylaws about hygiene there is still an increase in complaints received [by industry].</p> <p>Industry involvement in the development of bylaws can mitigate gaps and ensure correct wording of protocols to ensure regulation makes a visible difference to health, safety and wellbeing of the public.</p>	<p>manage risks.</p> <p><b>Noted.</b> Officers are aware of New Zealand Association of Registered Beauty Professionals guidelines and may promote them to industry, alongside other relevant guidelines.</p> <p>Officers were not aware of NZ Board of Professional Skin Therapies hygiene protocols for nail salons and will seek a copy.</p> <p>Officers will also seek information about complaints from industry organisations.</p>
11	The New Zealand Association of Registered Beauty Professionals (NZARBT)	<p>We have worked with several local authorities and want to see the consistency of bylaws for the Beauty Professional Industry. We would welcome the opportunity to be involved in any structured process, like the development of more detailed options and wider consultation. Because of the continued adverse publicity for the Beauty Industry we would like all councils throughout New Zealand to be made aware of our Health and Hygiene Guidelines.</p>	
12	HITO	<p>Ideally HITO would like to see everyone in the beauty industry qualified. At same time HITO recognise the current full beauty therapy qualifications [usually a one to two year qualification] may not seem to be fit for purpose for some businesses and practitioners (e.g. nail enhancement, piercing).</p> <p>If there is to be a bylaw, HITO would like to work with regulation developers to ensure suitable qualifications can be developed and offered, to support compliance. HITO consider there should be on the job training for this (so practitioners do not need to attend an institution).</p>	<p><b>Agree.</b> Officers consider regulation should be appropriate for the activity being undertaken, and should not impose unnecessary training requirements on businesses.</p>
<b>Risks and issues</b>			



#	Submitter	Submission Comment	Officer's Response
13	Bernadette Anne	I have had fingernail infections from salon visits, in the worst case some fingernails died. Expensive and painful to manage. [Salon was not in Wellington].	<b>Noted.</b> Aside from reports like this there is little information about the prevalence of infection.
14	Sue Kedgley	There can be serious side effects (rare reports of death even) from inappropriate use and storage of needles and botox materials (and the same applies to dermal fillers and tattooing). Should be inspection to ensure materials and needles are appropriately stored and staff are appropriately trained and supervised. In addition botox itself is toxic and its use is questionable.	<b>Noted.</b> If regulation is developed the scope will need to be considered. Regulation in other local authorities has generally been about activities that involve puncturing the skin, so could include botox use. However, an activity that is already regulated might not be included (e.g. botox use by doctors or nurses would be exempt from a bylaw because their practice is already regulated).
15	Bernadette Anne	Standards have dropped. I see shared use of tools without sterilising, and pedicure basins not cleaned between users. There should be better training and monitoring.	<b>Noted.</b> This public observation is in line with research conducted by RPH, that practices may not be sufficient to avoid the spread of infections.
16	Toby Bourke	Sunbeds should be banned there are proven melanoma skin cancer risks associated with their use. This is supported by the Cancer Society and numerous scientific studies.	<b>Noted.</b> The Health Act 1956 prohibits the use of sunbeds for those under age 18. The Ministry of Health provides guidance and advice on their use. For more information refer: <a href="https://www.health.govt.nz/your-health/healthy-living/environmental-health/sunbeds">https://www.health.govt.nz/your-health/healthy-living/environmental-health/sunbeds</a> . If the Council progress regulation it will need to consider if sunbeds are in scope.

**Services to be regulated proposed in Hutt City pre-consultation<sup>1</sup>**

**Higher risk services - proposed these services would need to follow a code and be registered.**

Commercial services that pierce the skin such as:	Tattooing, Body piercing, Commercial ear piercing, Acupuncture, Electrolysis, Extractions, Red vein treatment, Derma rolling
Commercial services that risk piercing the skin such as:	Hair removal, Manicure, Pedicure, Exfoliation
Commercial services that risk burning the skin such as:	Pulsed light, Laser treatment

**Lower risk services proposed to follow a code, but not require registration.**

Commercial services which intend to improve, alter or cleanse a person's skin or, complexion, or body such as:	Makeup, Tinting, Facials, Colon hydrotherapy, Body therapy and massage and Glycolic peels
--	---

**Professional services**

These would not be regulated under the bylaw as practitioners are required to follow professional standards, and compliance with these professional standards is monitored by another organisation(s)

- Any commercial service undertaken by Health Practitioners and covered by the Health Practitioners Competence Assurance Act 2003 in the practice of their profession
- Acupuncture undertaken by members of the Acupuncture NZ or members of the New Zealand Acupuncture Standards Authority
- Commercial ear-piercing services undertaken in a pharmacy licensed by the Ministry of Health.

**Non-commercial services**

Non-commercial services and traditional/cultural tattooing, for example moko undertaken by artists under tikanga-māori Traditional/cultural tattooing is included in this proposed bylaw, e.g. moko undertaken by artists under tikanga-Māori. However, we are aware that some councils in New Zealand have made traditional/cultural tattooing exempt in their bylaws and we would like to determine the most appropriate approach for Lower Hutt regarding the inclusion or exclusion of traditional tattooing in this proposed bylaw.

<sup>1</sup> Frequently Asked Questions re Proposed Appearance Industries Bylaw, Hutt City, adapted from <http://www.huttcity.govt.nz/Your-Council/Have-your-say/Consulting-on/pre-consultation-on-proposed-appearance-bylaw/>, 4 June 2019.





## 4. Monitoring

# AMENDMENT TO CCO CORPORATE DOCUMENTS - WELLINGTON WATER LIMITED

## Purpose

1. This report asks the City Strategy Committee to approve the amended Corporate Documents of Wellington Water Limited (WWL), which will enable other Councils within the GWRC catchment to join the organisation and Mana Whenua entities to participate on the Water Committee.

## Summary

2. WWL is a CCO, owned collectively by five councils in the region. WWL's current Constitution and Shareholder Agreement sets out the way we own and oversee the operation of the company. The corporate documents have been amended to provide flexibility that would allow other councils within the GWRC region to join the organisation. In recognition of the special relationship Mana Whenua has with water it is intended demonstrate partnership by creating a mechanism for Mana Whenua entities within the region to be represented on the Water Committee.

## Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Agrees to the proposed changes to the company corporate documents.
3. Delegates to Council Water Committee Representative/ Chief Executive the ability to agree to minor amendments that may be required as other Shareholder Councils consider the documents.

## Background

3. These changes have been discussed at the Water Committee and recommended to shareholder councils by its members, including our WCC elected representative. The proposals have been discussed by all of the councils in the collective who have expressed support for the intent of the changes. There has been some technical wording discussions to reconcile Companies Act, Local Government Act and other matters refining the documents over time.

## Discussion

4. The proposed changes are a good evolution of the WWL model; it recognises the taonga of water and the challenges that smaller councils face in the provision of safe and healthy water services. The changes are consistent with the government direction of travel in the 3 Waters Review and specifically the recommendations post the Havelock North enquiry. The stated government policy is to encourage voluntary

uptake of a shared service models and to have greater input and recognition of Mana Whenua special interest in water matters.

5. For the region it will see the enhanced deployment of specialised technical capability that individual councils (especially smaller ones) cannot afford. The WWL model will continue to operate with each shareholding council owning, maintaining and growing their assets and their own cost. The overhead costs will continue to be shared proportionally across the shareholder councils.

## Options

6. Three of the other five councils have already approved the intent of the changes with some minor amendments being made along the way. The final versions of the documents are being considered by WCC and UHCC in June with no major changes expected as part of that consideration. The changes do require unanimous agreement by all shareholder Councils.

## Next Actions

7. These changes create the mechanisms for the additional councils and entities. Once approved, it is expected that two Iwi and SWDC will look to participate soon after approval. The documents formalising this will come back to shareholding councils.

## Attachments

Attachment 1.	Updated WWL Constitution - Final	Page 266
Attachment 2.	Updated WWL Shareholders Agreement	Page 298

Author	Derek Baxter, City Engineer
Authoriser	Moana Mackey, Acting Chief City Planner

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

The Water Committee has met with the two Iwi that WCC has MOU's with and they are supportive of these changes and have indicated that once the mechanism is in place they are intending to participate. South Wairarapa District Council has also indicated that if these changes are approved they intend to take up the opportunity to participate in the collective.

### **Treaty of Waitangi considerations**

This proposal is directly aligned with the principles and intentions of Te Tiriti as well as with the MOU's WCC has in place with local Iwi.

### **Financial implications**

There will be minor financial impacts for WCC contribute to the costs of Mana Whenua representatives attendance at Water Committee meetings. This will partially offset by a small reduction on overhead costs at WWL from additional councils contributing. It is intended that any changes would be managed within the existing 3 Waters budget.

### **Policy and legislative implications**

These proposals are consistent with WCC and Government policies and direction of travel in the provision of 3 Waters services.

### **Risks / legal**

There are multiple Acts that impact on these documents. Companies Act, Local Government Act and shareholder requirements. Professional external legal advice has been involved in the development and refinement of the documents.

### **Climate Change impact and considerations**

Not Applicable

### **Communications Plan**

It is recommended that Council Delegate to our Water Committee representative to be the spokesperson for what is likely to be joined up communications from the Water Committee about this.

### **Health and Safety Impact considered**

Not applicable



~~Draft 9 November 2018~~[Draft 4 June 2019](#)

**Constitution**  
Wellington Water Limited

DRAFT

## Table of contents

<b>1</b>	<b>Objectives and activities of the Company</b>	<b>1</b>
	Objectives of the Company	1
<b>2</b>	<b>Rights attaching to Shares</b>	<b>1</b>
<b>3</b>	<b>Shareholders</b>	<b>1</b>
<b>4</b>	<b>Other matters relating to Shares</b>	<b>221</b>
	Board may issue Shares	221
	Restriction on issue and transfer	2
	Consolidation and subdivision of Shares	2
	Share repurchases	2
<b>5</b>	<b>Pre-emptive rights on issue of new Shares</b>	<b>332</b>
	Section 45 applies	332
	Transfer of Shares by the Company	332
<b>6</b>	<b>Alteration of Shareholders' rights</b>	<b>332</b>
	Special Resolution required	332
<b>7</b>	<b>Transfer of Shares</b>	<b>3</b>
	Right to transfer	3
	Restriction on transfer	3
	Transferor to remain holder until registration	43
	Form of transfer	43
	Delivery to Company	443
	Registration of transfer	443
	Power of Board to refuse or delay registration	4
<b>8</b>	<b>Shareholder matters</b>	<b>554</b>
<b>9</b>	<b>Meetings of Shareholders</b>	<b>5</b>
	Annual meetings	5
	Special meetings	5
	Resolution in lieu of meeting	65
	Shareholder Representatives	65
	Chairperson	665
	Management of the Company	6
	Notice of meetings to Class A Shareholders	76
	Entitlement to notice of meetings	776
	Methods of holding meetings	776
	Quorum	7
	Voting	87
	Poll	887
	Minutes	98
	Other proceedings	98
<b>10</b>	<b>Shareholder proposals</b>	<b>98</b>
	Notice to the Board	98
	Written statement	998

	Costs .....	<u>109</u>
<b>11</b>	<b>Directors .....</b>	<b><u>109</u></b>
	The Board .....	<u>109</u>
	Minimum and maximum number .....	<u>10409</u>
	Appointment and removal .....	<u>10409</u>
	Skills of Directors .....	<u>10409</u>
	Collective skills of Board .....	<u>1140</u>
	Vacation of office .....	<u>1140</u>
	Authorisation of payment or other benefit .....	<u>11440</u>
<b>12</b>	<b>Directors' meetings .....</b>	<b><u>11410</u></b>
	Third Schedule to the Act not to apply .....	<u>11440</u>
	Notice of meeting .....	<u>1214</u>
	Methods of holding meetings .....	<u>134244</u>
	Quorum .....	<u>1342</u>
	Chairperson .....	<u>1342</u>
	Voting .....	<u>1342</u>
	Minutes .....	<u>144342</u>
	Written resolution .....	<u>1443</u>
	Committees .....	<u>1443</u>
	Validity of actions .....	<u>1443</u>
	Other proceedings .....	<u>1443</u>
<b>13</b>	<b>Powers of Directors .....</b>	<b><u>144413</u></b>
	Role of Directors .....	<u>144413</u>
	Management of Company .....	<u>154413</u>
	Exercise of powers by Board .....	<u>1544</u>
	Delegation of powers .....	<u>1544</u>
<b>14</b>	<b>Interested Transactions .....</b>	<b><u>1544</u></b>
	Disclosure of interests .....	<u>1544</u>
	Company's best interests .....	<u>1544</u>
	Use of Company information .....	<u>1544</u>
	Procedure for disclosure and use .....	<u>161544</u>
<b>15</b>	<b>Indemnity and insurance .....</b>	<b><u>1615</u></b>
	Indemnity for Directors .....	<u>1615</u>
	Indemnities and insurance .....	<u>1615</u>
	Definitions .....	<u>1615</u>
<b>16</b>	<b>Reporting .....</b>	<b><u>1615</u></b>
	Half yearly report .....	<u>1615</u>
	Annual report .....	<u>174615</u>
	Contents of reports on operations of the Company .....	<u>174615</u>
	Protection from disclosure of sensitive information .....	<u>1746</u>
	Statement of Intent .....	<u>184746</u>
<b>17</b>	<b>Auditor .....</b>	<b><u>1817</u></b>
<b>18</b>	<b>Official information .....</b>	<b><u>1817</u></b>
<b>19</b>	<b>Dividends .....</b>	<b><u>1917</u></b>
	Power to authorise .....	<u>1917</u>



	Deductions .....	<u>1918</u> <del>17</del>
	Entitlement Date .....	<u>1918</u> <del>17</del>
	Unclaimed dividends .....	<u>1918</u>
20	<b>Method of contracting</b> .....	<u>1918</u>
	Deeds .....	<u>1918</u>
	Written contracts .....	<u>2018</u>
	Other contracts .....	<u>2019</u> <del>18</del>
21	<b>Definitions and Interpretation</b> .....	<u>2019</u> <del>18</del>
	Definitions .....	<u>2019</u> <del>18</del>
	Interpretation .....	<u>2120</u>
	Conflict between the Act and this constitution .....	<u>222</u> <del>20</del>

DRAFT

Constitution

## **1 Objectives and activities of the Company**

### **Objectives of the Company**

1.1 The Company was incorporated on 9 July 2003.

1.2 The principal objectives of the Company are to:

1.2.1 manage drinking water, wastewater and storm water services in the greater Wellington region for local authority Shareholders;

1.2.1.2.2 achieve the objectives of its Shareholders, both commercial and non-commercial as specified in the Statement of Intent;

1.2.1.2.3 be a good employer;

1.2.3.1.2.4 exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which the Company operates and by endeavouring to accommodate or encourage these when able to do so; and

1.2.4.1.2.5 conduct its affairs in accordance with sound business practice.

## **2 Rights attaching to Shares**

2.1 The Class A Shares shall confer on the holder the rights specified in section 36(1)(a) of the Act

2.2 The Class B Shares shall confer on the holder the rights specified in section 36(1)(b) and section 36(1)(c) of the Act.

2.3 The Class B Shares will be issued at a subscription price of \$2000 per share.

## **3 Shareholders**

3.1 The Shares in the Company are structured in two classes, being Class A Shares and Class B Shares. Each Shareholder holds the Shares as set out in the share register for the Company below:

<u>Name of Shareholder</u>	<u>Number of Class A Shares held</u>	<u>Number of Class B Shares held</u>	<u>Value of Class B Shares held (\$'000)</u>
<u>Wellington City Council</u>	<u>150</u>	<u>200</u>	<u>400</u>
<u>Hutt City Council</u>	<u>150</u>	<u>100</u>	<u>200</u>

1

Constitution

<u>Name of Shareholder</u>	<u>Number of Class A Shares held</u>	<u>Number of Class B Shares held</u>	<u>Value of Class B Shares held (\$'000)</u>
<u>Upper Hutt City Council</u>	<u>150</u>	<u>40</u>	<u>80</u>
<u>Porirua City Council</u>	<u>150</u>	<u>60</u>	<u>120</u>
<u>Wellington Regional Council</u>	<u>150</u>	<u>75</u>	<u>150</u>
<u>South Wairarapa District Council</u>	<u>x</u>	<u>x</u>	<u>x</u>

Formatted: Highlight

#### **4 Other matters relating to Shares**

##### **Board may issue Shares**

- 4.1 Subject to the provisions of the Act and this constitution, the Board may issue, in such classes and on such terms as the Board thinks fit, any of the following:

- 4.1.1 Shares;
- 4.1.2 Securities that are convertible into or exchangeable for Shares;
- 4.1.3 Options to acquire Shares; or
- 4.1.4 Shares that are redeemable by the Shareholder;

provided that any such issue must first be approved by a Special Resolution of the holders of Class A Shares.

##### **Restriction on issue and transfer**

- 4.2 No shares may be issued or transferred to any person other than a Local Authority or a Council Controlled Organisation.

##### **Consolidation and subdivision of Shares**

- 4.3 The Board may do any of the following:

- 4.3.1 Consolidate and divide the Shares or the Shares of any Class in proportion to those Shares or the Shares in that Class.
- 4.3.2 Subdivide the Shares or the Shares of any Class in proportion to those Shares or the Shares in that Class.

##### **Share repurchases**

- 4.4 The Company may purchase or otherwise acquire Shares issued by it from one or more Shareholders and hold its own Shares.



Constitution

**Shareholders' [and Partnership](#) Agreement**

- 4.5 Each Shareholder shall be party to the Shareholders' [and Partnership](#) Agreement, either by signing the Shareholders' [and Partnership](#) Agreement when it was first put in place or by acceding to it by way of entry into a deed of accession in a form required by the Shareholders.

**5 Pre-emptive rights on issue of new Shares**

**Section 45 applies**

- 5.1 The pre-emptive provisions of section 45 of the Act apply to a new issue of Shares, unless waived in writing by a Special Resolution.

**Transfer of Shares by the Company**

- 5.2 Clause 5.1 applies to the transfer by the Company of Shares held by the Company in itself as if the transfer was an issue of new Shares by the Company.

**6 Alteration of Shareholders' rights**

**Special Resolution required**

- 6.1 Any action affecting the rights, privileges, limitations or conditions attached to any Shares by this constitution, the Act, or the terms on which the Shares were issued, must be approved by a Special Resolution.

**7 Transfer of Shares**

**Right to transfer**

- 7.1 Subject to the restrictions contained in this constitution, a Shareholder may transfer any Share by an instrument of transfer that complies with this constitution.

**Restriction on transfer**

- 7.2 A Shareholder who wishes to sell, transfer or otherwise dispose of the legal or beneficial interest in any Shares may only do so if:
- 7.2.1 that sale, transfer or disposal is first approved by Special Resolution; and
  - 7.2.2 the transferee or recipient of the Shares is a Local Authority or a Council Controlled Organisation approved by all the other Shareholders.
- 7.3 A Shareholder must not do anything that has the purpose or effect of undermining or circumventing the restriction on the transfer of Shares set out in clause 7.2.

Constitution

**Transferor to remain holder until registration**

- 7.4 The transferor of a Share will remain the holder of the Share until the name of the transferee is entered in the Share register of the Company.

**Form of transfer**

- 7.5 Every instrument of transfer of Shares must comply with all of the following provisions:

- 7.5.1 The form of the instrument of transfer must be any usual or common form or any other form approved by the Board.
- 7.5.2 The instrument of transfer must be signed or executed by or on behalf of the transferor.
- 7.5.3 Where the Shares being transferred are not fully paid up, the instrument of transfer must also be signed by, or on behalf of, the transferee.

**Delivery to Company**

- 7.6 An instrument transferring Shares must be delivered to the Company or to the agent of the Company who maintains the Share register of the Company, together with the Share certificate (if any) relating to the Shares to be transferred. The transferee must provide such evidence as the Board or the agent reasonably requires to prove the title of the transferor to, or right of the transferor to transfer, the Shares.

**Registration of transfer**

- 7.7 On receipt of a form of transfer in accordance with clause 7.6, the Company must as soon as practicable enter the name of the transferee on the Share register as holder of the Shares, unless:
- 7.7.1 the Board resolves within 30 working days of receipt of the transfer to refuse or delay the registration of the transfer, and the resolution sets out in full the reasons for doing so;
- 7.7.2 notice of the resolution, including those reasons, is sent to the transferor and to the transferee within 5 working days of the resolution being passed by the Board; and
- 7.7.3 the refusal or delay in the registration is permitted by clause 7.8.

**Power of Board to refuse or delay registration**

- 7.8 Notwithstanding that a transfer of any Share may have been approved by Special Resolution, the Board may refuse or delay the registration of a transfer of any Share for any of the reasons set out below.
- 7.8.1 The Company has a lien on the Share.

Constitution

- 7.8.2 The Share is not fully paid up.
- 7.8.3 The form of transfer in respect of the Share relates to more than one Class.
- 7.8.4 The form of transfer is not accompanied by the certificate for the Share to which it relates (if a certificate has been issued) and such other evidence as the Directors may reasonably require of the right of the transferor to make the transfer.
- 7.8.5 The holder of the Share has failed to comply with the terms of any contract with the Company relating to the Share.
- 7.8.6 The Board considers that it would not be in the best interests of the Company to do so.
- 7.9 Pursuant to clause 7.2, the Board must refuse the registration of a transfer of any Share:
- 7.9.1 if the transfer has not been approved by Special Resolution of the Shareholders (excluding the transferor); or
- 7.9.2 if the transferee is not a Local Authority or Council Controlled Organisation.

## **8 Shareholder matters**

- 8.1 In the event of an amalgamation or any other change in the regional governance structure of a Shareholder, the Shareholders will meet and discuss the effect of the amalgamation on the shareholding structure of the Company and will exercise their voting rights to ensure that the shareholding percentages for both classes of shares remain reasonable as agreed by all Shareholders.

## **9 Meetings of Shareholders**

### **Annual meetings**

- 9.1 An annual meeting of Shareholders is to be held not later than 6 months after the balance date of the Company, and not later than 15 months after the previous annual meeting.
- 9.2 It will not be necessary for the Company to hold an annual meeting of Shareholders under clause 9.1 if everything required to be done at that meeting (by resolution or otherwise) is done by resolution in accordance with clause 9.4.

### **Special meetings**

- 9.3 A special meeting of Class A Shareholders entitled to vote on an issue:
- 9.3.1 may be called at any time by the Board; and



Constitution

- 9.3.2 must be called by the Board on the written request of a Class A Shareholder.

**Resolution in lieu of meeting**

- 9.4 A resolution in writing signed by the requisite number of Class A Shareholders in accordance with section 122 of the Act is as valid as if it had been passed at a meeting of Class A Shareholders.

**Shareholder Representatives**

- 9.5 The Chief Executive of each Class A Shareholder is the Representative to receive notices of Shareholder meetings. They may appoint by notice in writing an alternate to act as the Representative. The notice must state whether the appointment is for a particular meeting or a specified term.
- 9.6 Class A Shareholders may participate at Shareholder meetings and exercise the right to vote by a Representative.
- 9.7 The Representative for a Class A Shareholder is entitled to attend and be heard at a meeting of Shareholders as if the Representative were the Class A Shareholder.
- 9.8 No Representative's appointment is effective in relation to a meeting unless it is produced to the Company before the start of the meeting.

**Chairperson**

- 9.9 If the chairperson of the Board is present at a meeting of Shareholders, he or she must chair the meeting.
- 9.10 If at any meeting of Shareholders, the chairperson of the Board is not present within 15 minutes of the time appointed for the meeting, or if the chairperson absences himself or herself from the meeting, the Class A Shareholders present may choose one of their number to be chairperson of the meeting.

**Management of the Company**

- 9.11 The chairperson of a meeting of Shareholders must allow a reasonable opportunity for Class A Shareholders at the meeting to question, discuss or comment on the management of the Company.
- 9.12 Class A Shareholders at a meeting of Shareholders may pass a resolution relating to the management of the Company. A resolution relating to the management of the Company passed by Class A Shareholders, other than as specifically set out in this constitution or the Shareholders' [and Partnership](#) Agreement, at a meeting of Shareholders is not binding on the Board.

Constitution

**Notice of meetings to Class A Shareholders**

- 9.13 An irregularity in a notice of a meeting is waived if all the Class A Shareholders entitled to attend and vote at the meeting attend the meeting without protest as to the irregularity, or if all such Class A Shareholders agree to the waiver.
- 9.14 Written notice of the time and place of a meeting (including an adjourned meeting) of Shareholders must be given to every Class A Shareholder entitled to receive notice of the meeting and to every Director and an auditor of the Company not less than 10 working days before the meeting (including an adjourned meeting).
- 9.15 The notice must state all of the following:
- 9.15.1 the nature of the business to be transacted at the meeting in sufficient detail to enable a Shareholder to form a reasoned judgement in relation to it; and
  - 9.15.2 the text of any resolution to be submitted to the meeting.
- 9.16 The failure to receive notice of a meeting by a Class A Shareholder, if correctly sent to their Representative, does not invalidate the proceedings at that meeting.

**Entitlement to notice of meetings**

- 9.17 The Shareholders who are entitled to receive notice of a meeting of Shareholders are, if the Board:
- 9.17.1 fixes a date for the purpose, those Shareholders whose names are registered in the Share register on that date; or
  - 9.17.2 does not fix a date for the purpose, those Shareholders whose names are registered in the Share register at the close of business on the day immediately preceding the day on which the notice is given.

**Methods of holding meetings**

- 9.18 A meeting of Shareholders may be held either:
- 9.18.1 by a number of Class A Shareholders, who constitute a quorum, being assembled together at the place, date and time appointed for the meeting; or
  - 9.18.2 by means of audio, or audio and visual, communication by which all Shareholders participating and constituting a quorum, can simultaneously hear each other throughout the meeting.

**Quorum**

- 9.19 No business may be transacted at a meeting of Shareholders if a quorum is not present.

Constitution

- 9.20 A quorum for a meeting of Shareholders is present if Class A Shareholders or their Representatives are present who between them hold or represent a majority of the votes entitled to be cast on the business to be transacted at the Meeting.
- 9.21 If a quorum is not present within 30 minutes after the time appointed for the meeting:
- 9.21.1 in the case of a meeting called by the Board on the written request of Class A Shareholders pursuant to section 121(b) of the Act, the meeting is dissolved; and
- 9.21.2 in the case of any other meeting, the meeting is adjourned to the same day two weeks later at the same time and place or to such other date, time and place as the Directors may appoint, provided that appropriate notice is given. If at the adjourned meeting a quorum is not present within 30 minutes after the time appointed for the meeting, the Class A Shareholders or their Representatives present are a quorum.

**Voting**

- 9.22 In the case of a meeting of Shareholders assembled together in accordance with clause 9.18.1, unless a poll is demanded, voting by Class A Shareholders will be by whichever of the following methods is determined by the chairperson of the meeting, by:
- 9.22.1 voice; or
- 9.22.2 show of hands.
- 9.23 In the case of a meeting of Shareholders held by means of audio, or audio and visual communication, unless a poll is demanded, voting at the meeting shall be by the Class A Shareholders signifying individually their assent or dissent by voice.
- 9.24 A declaration by the chairperson of the meeting that a resolution is carried by the requisite majority is conclusive evidence of that fact unless a poll is demanded in accordance with clause 9.25.

**Poll**

- 9.25 At a meeting of Shareholders a poll may be demanded by a Class A Shareholder having the right to vote at the meeting, or the chairperson of the meeting.
- 9.26 A poll may be demanded either before or after the vote is taken on a resolution.
- 9.27 If a poll is taken, votes must be counted according to the votes attached to the Class A Shares of each Class A Shareholder present in person or by Representative and voting.
- 9.28 The chairperson of a Shareholders' meeting is not entitled to a casting vote.



Constitution

**Minutes**

- 9.29 The Board must ensure that minutes are kept of all proceedings at meetings of Shareholders.
- 9.30 Minutes that have been signed correct by each of the Class A shareholders present at the meeting are prima facie evidence of the proceedings.

**Other proceedings**

- 9.31 Except as provided in this constitution, a meeting of Shareholders may regulate its own procedure.

**10 Shareholder proposals**

**Notice to the Board**

- 10.1 A Class A Shareholder may give written notice to the Board of a matter the Class A Shareholder proposes to raise for discussion or resolution at the next meeting of Shareholders at which the Class A Shareholder is entitled to vote.
- 10.2 If the notice is received by the Board not less than 20 working days before the last day on which notice of the relevant meeting of Shareholders is required to be given by the Board, the Board must, at the expense of the Company, give notice of the Shareholder proposal and the text of any proposed resolution to all Class A Shareholders entitled to receive notice of the meeting.
- 10.3 If the notice is received by the Board not less than 5 working days and not more than 20 working days before the last day on which notice of the relevant meeting of Shareholders is required to be given by the Board, the Board must, at the expense of the Class A Shareholder, give notice of the Class A Shareholder proposal and the text of any proposed resolution to all Shareholders entitled to receive notice of the meeting.
- 10.4 If the notice is received by the Board less than 5 working days before the last day on which notice of the relevant meeting of Shareholders is required to be given by the Board, the Board may, if practicable, and at the expense of the Class A Shareholder, give notice of the Class A Shareholder proposal and the text of any proposed resolution to all Class A Shareholders entitled to receive notice of the meeting.

**Written statement**

- 10.5 If the Directors intend that Class A Shareholders may vote on the proposal by Representative or by postal vote, they must give the proposing Class A Shareholder the right to include with the notice given by the Board a statement of not more than 1,000 words prepared by the proposing Class A Shareholder in support of the proposal, together with the name and address of the proposing Class A Shareholder.

Constitution

- 10.6 The Board is not required to include with the notice given by the Board a statement prepared by a Class A Shareholder which the Directors consider to be defamatory, frivolous or vexatious.

**Costs**

- 10.7 Where the costs of giving notice of the Class A Shareholder proposal and the text of any proposed resolution are required to be met by the proposing Class A Shareholder, the proposing Class A Shareholder must, on giving notice to the Board, deposit with the Company or tender to the Company a sum sufficient to meet those costs.

**11 Directors**

**The Board**

- 11.1 All Directors shall be Independent Directors.
- 11.2 Each Class A Shareholder is entitled to jointly appoint and remove Directors, subject to the maximum number of Directors permitted under this constitution.
- 11.3 Directors shall be appointed and removed by the unanimous resolution of the Class A Shareholders.
- 11.4 An appointee must not be a person disqualified from acting as a Director under the Companies Act 1993.

**Minimum and maximum number**

- 11.5 The minimum number of Directors shall be four and the maximum number of Directors shall be eight, or such other number fixed by Special Resolution.

**Appointment and removal**

- 11.6 Subject to clause 11.5, a Director may be appointed and removed from office at any time by the Class A Shareholders by written notice to the Company.

**Skills of Directors**

- 11.7 Class A Shareholders may appoint a person to be a Director of the Company only if the person has, in the opinion of the Class A Shareholders, the skills, knowledge, or experience to:
- 11.7.1 guide the Company, given the nature and scope of its activities; and
- 11.7.2 contribute to the achievement of the objectives of the Company.

Constitution

- 11.8 All Director appointments must be made in accordance with the Shareholders' [and Partnership Agreement](#), including the Board Skills Matrix.

**Collective skills of Board**

- 11.9 The Board must collectively have relevant knowledge and experience of finance, Water Services, public bodies, the Wellington region, the environment and resource management, [the Local Government Act 2002](#), and relevant issues affecting mana whenua, and appropriate skills to assist the Company to contribute to relevant plans and strategies of the Shareholders in respect to the management and provision of Water Services.

- 11.10 The Board collective skills requirements are detailed in the Board Skills Matrix [in the Shareholders' Agreement](#).

**Vacation of office**

- 11.11 A Director vacates office if that Director:

- 11.11.1 resigns by written notice of resignation to the Company. The notice is to be effective when it is received at that address or at a later time specified in the notice;
- 11.11.2 is removed from office in accordance with clause 11.6;
- 11.11.3 becomes disqualified from being a Director pursuant to section 151 of the Act; or
- 11.11.4 dies.

- 11.12 Each Director can serve a maximum of 6 years after which they must either resign or be removed as Director by the Class A Shareholders, unless the Class A Shareholders agree to extend that Director's term of office.

**Authorisation of payment or other benefit**

- 11.13 Subject to clause 11.14, the Board may only exercise the power conferred by section 161 of the Act to authorise any payment or other benefit of the kind referred to in that section with the prior written approval of the Shareholder.

- 11.14 Payments or other benefits of the kind referred to in section 161 of the Act which are approved by the Board as at the date of adoption of this constitution are confirmed.

**12 Directors' meetings**

**Third Schedule to the Act not to apply**

- 12.1 The Third Schedule to the Act (relating to the proceedings of a board) does not apply to the Company except to the extent included in this constitution.



Constitution

**Notice of meeting**

- 12.2 A Director or, if requested by a Director to do so, an employee of the Company, may convene a meeting of the Board by giving notice in accordance with clause 12.3.
- 12.3 The following provisions apply in relation to meetings of the Board:
- 12.3.1 Not less than two working days' notice of a meeting of the Board is to be sent to each Director, unless the Director waives that right.
- 12.3.2 Notice to a Director of a meeting of the Board may be:
- (a) delivered to the Director;
  - (b) posted to the address given by the Director to the Company for such purpose;
  - (c) sent by facsimile transmission to the facsimile number given by the Director to the Company for such purpose; or
  - (d) sent by electronic means in accordance with any request made by the Director from time to time for such purpose.
- 12.3.3 A notice of meeting shall specify the date, time and place of the meeting and, in the case of a meeting by means of audio, or audio and visual communication, the manner in which each Director may participate in the proceedings of the meeting.
- 12.3.4 A notice given to a Director pursuant to this clause 12.3 is deemed to be given:
- (a) in the case of delivery, by handing the notice to the Director or by delivery of the notice to the address of the Director;
  - (b) in the case of posting, three days after it is posted;
  - (c) in the case of facsimile transmission, when the Company receives a transmission report by the sending machine which indicates that the facsimile was sent in its entirety to the facsimile telephone number given by the Director; or
  - (d) in the case of electronic means, at the time of transmission.
- 12.4 An irregularity in the notice of a meeting or a failure to give notice is waived if all Directors entitled to receive notice of the meeting attend the meeting without protest as to the irregularity or if all Directors agree to the waiver.
- 12.5 Notice of a meeting of the Board may be given to the public.

Constitution

**Methods of holding meetings**

- 12.6 A meeting of the Board may be held either:
- 12.6.1 by a number of the Directors who constitute a quorum, being assembled together at the place, date and time appointed for the meeting; or
  - 12.6.2 by means of audio, or audio and visual, communications by which all Directors participating and constituting a quorum can simultaneously hear each other during the meeting.
- 12.7 Board meetings will be open to the public to attend although the Board at its sole discretion may exclude the public if it believes that the matters under discussion should not be made public.

**Quorum**

- 12.8 A quorum for a meeting of the Board, other than an adjourned meeting, is a majority of the Directors.
- 12.9 No business may be transacted at a meeting of the Board if a quorum is not present.

**Chairperson**

- 12.10 The Directors shall elect one of the Independent Directors as chairperson of the Board to hold office until he or she resigns or dies or until the Directors elect a different Independent Director in his or her place.
- 12.11 If at a meeting of the Board the chairperson is not present within 10 minutes after the time appointed for the meeting, or if the chairperson absences himself or herself from the meeting, the Directors present may choose one of their number to be chairperson of the meeting.

**Voting**

- 12.12 Every Director has one vote.
- 12.13 The chairperson does not have a casting vote.
- 12.14 A resolution of the Board is passed if a majority of the votes cast on it are in favour of it.
- 12.15 A Director present at a meeting of the Board will be presumed to have voted in favour of a resolution of the Board unless he or she:
- 12.15.1 expressly abstains from voting; or
  - 12.15.2 dissents from or votes against the resolution.

Constitution

**Minutes**

- 12.16 The Board must ensure that minutes are kept of all proceedings at meetings of the Board.

**Written resolution**

- 12.17 A unanimous resolution in writing, signed or assented to in written form by all of the Directors, is as valid as if it had been passed at a meeting of the Board duly convened and held.
- 12.18 A resolution pursuant to clause 12.17 may consist of several documents (including facsimile or other similar means of communication) in like form each signed or assented to by one or more Directors.
- 12.19 A copy of any such resolution must be entered in the minute book of Board proceedings.

**Committees**

- 12.20 A committee of Directors must, in the exercise of the powers delegated to it, comply with any procedural or other requirements imposed on it by the Board. Subject to any such requirements, the provisions of this constitution relating to proceedings of Directors apply, with appropriate modification, to meetings of a committee of Directors.

**Validity of actions**

- 12.21 An act or decision of the Board shall not be invalid by reason only of:
- 12.21.1 a fault, default or irregularity in or in connection with the appointment of a Director; or
- 12.21.2 a vacancy in the number of Directors including a vacancy arising because of the failure to appoint a Director.

**Other proceedings**

- 12.22 Except as provided in this constitution, the Board may regulate its own procedure.

**13 Powers of Directors**

**Role of Directors**

- 13.1 The role of a Director is to assist the Company to meet its objectives and any other requirements in the Company's Statement of Intent. This clause does not limit or affect the other duties that a Director has.



Constitution

**Management of Company**

- 13.2 The business and affairs of the Company must be managed by, or under the direction of, the Board.
- 13.3 All decisions relating to the operation of the Company must be made by, or under the authority of, the Board in accordance with:
- 13.3.1 the Statement of Intent; and
- 13.3.2 this constitution.

**Exercise of powers by Board**

- 13.4 The Board may exercise all the powers of the Company which are not required, either by the Act or this constitution, to be exercised by the Shareholders.

**Delegation of powers**

- 13.5 The Board may delegate to a committee of Directors, a Director, an employee of the Company, or to any other person, any one or more of its powers, other than a power set out in the Second Schedule to the Act.

**14 Interested Transactions**

**Disclosure of interests**

- 14.1 A Director must comply with the disclosure requirements of section 140 of the Act but failure to comply with that section does not affect the validity of any contract or arrangement entered into by the Company.

**Company's best interests**

- 14.2 When exercising powers or performing duties as a Director, a Director must act in what the Director believes to be the best interests of the Company.

**Use of Company information**

- 14.3 A Director who has information in his or her capacity as a Director or employee of the Company, being information that would not otherwise be available to him or her, must not disclose that information to any person, or make use of or act on the information, except:
- 14.3.1 for the purposes of the Company; or
- 14.3.2 as required by law; or
- 14.3.3 in accordance with clause 14.4 of this constitution; or
- 14.3.4 in complying with clause 14.1 of this constitution.

Constitution

**Procedure for disclosure and use**

- 14.4 A Director may disclose, make use of or act on the information if:
- 14.4.1 particulars of the disclosure, use or act in question are entered in the interests register; and
  - 14.4.2 the Director is first authorised to do so by the Board; and
  - 14.4.3 the disclosure, use or act in question will not, or will not be likely to, prejudice the Company.

**15 Indemnity and insurance**

**Indemnity for Directors**

- 15.1 Every Director will be indemnified by the Company for any costs referred to in section 162(3) of the Act and any liability or costs referred to in section 162(4) of the Act.

**Indemnities and insurance**

- 15.2 In addition to the indemnity set out in clause 15.1, the Company may with the prior written approval of the Board do any of the following:
- 15.2.1 Indemnify a Director or employee of the Company for any costs referred to in section 162(3) of the Act.
  - 15.2.2 Indemnify a Director or employee of the Company in respect of any liability or costs referred to in section 162(4) of the Act.
  - 15.2.3 Effect insurance for a Director or employee of the Company in respect of any liability or costs referred to in section 162(5) of the Act.

**Definitions**

- 15.3 Words given extended meanings by section 162(9) of the Act have those extended meanings in this clause 15.

**16 Reporting**

**Half yearly report**

- 16.1 Within 2 months after the halfway point of the Company's financial year, the Board must deliver to the Shareholders a report on the Company's operations during that half year. That report must include the information required to be included by the Company's Statement of Intent.

Constitution

**Annual report**

16.2 Within 3 months after the end of the Company's financial year, the Board must deliver to the Shareholders, and make available to the public, a report on the Company's operations during that year. That report must include the information required to be included by:

- 16.2.1 clause 16.3;
- 16.2.2 the Company's Statement of Intent;
- 16.2.3 the Local Government Act 2002; and
- 16.2.4 the Act.

**Contents of reports on operations of the Company**

16.3 The annual report on the operations of the Company under clause 16.2 must:

16.3.1 contain the information that is necessary to enable an informed assessment of the operations of the Company and its subsidiaries (if any), including:

- (a) a comparison of the performance of the Company and its subsidiaries (if any) with the Statement of Intent;
- (b) an explanation of any material variances between that performance and the Statement of Intent;
- (c) state the dividend (if any) authorised to be paid or the maximum dividend proposed to be paid by the Company for its equity securities (other than fixed interest securities) for the financial year to which the report relates;

16.3.2 include audited consolidated financial statements for that financial year for that organisation and its subsidiaries;

16.3.3 include an auditor's report on:

- (a) those financial statements; and
- (b) the performance targets and other measures by which performance was judged in relation to the Company's objectives.

16.4 The audited financial statements under clause 16.3.2 must be prepared in accordance with generally accepted accounting practice.

**Protection from disclosure of sensitive information**

16.5 Nothing in this clause 16 requires the inclusion in any Statement of Intent, annual report, financial statement, or half yearly report required to be produced under this constitution by the Company of any information that may be properly withheld if a



Constitution

request for that information were made under the Local Government Official Information and Meetings Act 1987.

**Statement of Intent**

- 16.6 Without limiting the obligations of the Board and the Company under the Local Government Act 2002 in respect to the Company's Statement of Intent, the Board must:
- 16.6.1 deliver to the Shareholders a draft Statement of Intent on or before 1 March each year;
  - 16.6.2 consider any comments on the draft Statement of Intent that are made to it within 2 months of 1 March by the Shareholders or by any one of them; and
  - 16.6.3 deliver the completed Statement of Intent to the Shareholders on or before 30 June each year.
- 16.7 The Shareholders must each make a decision as to whether or not to approve the Statement of Intent and to provide modifications to each Statement of Intent within the time limits prescribed by the Local Government Act 2002 (or such earlier limits agreed to) so as to enable the Company to comply with applicable time limits.

**17 Auditor**

- 17.1 So long as the Company remains a Council Controlled Organisation, the Auditor-General shall be the auditor of the Company, and of every subsidiary of the Company (if any) and shall have all of the functions, duties and powers:
- 17.1.1 of an auditor appointed under the Act; and
  - 17.1.2 that the Auditor-General has under the Public Audit Act 2001.

**18 Official information**

- 18.1 Parts 1 to 6 of the Local Government Official Information and Meetings Act 1987 apply to the Company as if it were a local authority under that act.
- 18.2 The Ombudsman Act 1975 applies to the Company as if the Company were listed in Part 3 of the First Schedule of that act.

Constitution

**19 Dividends**

**Power to authorise**

- 19.1 The Board may, subject to the Act and this constitution, authorise the payment of dividends by the Company at times, and of amounts, and in such form as it thinks fit and may do everything that is necessary or expedient to give effect to the payment of such dividends. Prior to authorising the payment of a dividend, the Board must be satisfied on reasonable grounds that the Company will immediately after payment of the dividend satisfy the solvency test.

**Deductions**

- 19.2 The Board may deduct from dividends payable to any Shareholder in respect of any Shares any of the following:

19.2.1 Unpaid calls, instalments or other amounts, and any interest payable on such amounts, relating to the specific Shares.

19.2.2 Amounts the Company may be called upon to pay under any legislation in respect of the specific Shares.

**Entitlement Date**

- 19.3 Dividends and other Distributions or payments to Shareholders will be payable to the persons who are registered as Shareholders on an entitlement date fixed by the Board.

**Unclaimed dividends**

- 19.4 Dividends or other monetary Distributions unclaimed for one year after having been authorised may be used for the benefit of the Company until claimed. All dividends or other monetary Distributions unclaimed for 5 years after having been authorised may be forfeited by the Board for the benefit of the Company. The Board may, nevertheless, agree to pay a claimant who produces evidence of entitlement.

**20 Method of contracting**

**Deeds**

- 20.1 A deed to be entered into by the Company may be signed on behalf of the Company by any of the following:
- 20.1.1 By 2 or more Directors of the Company.
- 20.1.2 A Director, or other person or persons authorised to do so by the Board, whose signature or signatures must be witnessed.
- 20.1.3 One or more attorneys appointed by the Company in accordance with section 181 of the Act.

Constitution

**Written contracts**

- 20.2 An obligation or contract, which is required by law to be in writing and any other written obligation or contract which is to be entered into by the Company, may be signed on behalf of the Company by a person acting under the Company's express or implied authority.

**Other contracts**

- 20.3 An obligation or contract may be entered into on behalf of the Company orally by a person acting under the Company's express or implied authority.

**21 Definitions and Interpretation**

**Definitions**

- 21.1 In this constitution the following definitions apply:

**Act** means the Companies Act 1993 as amended from time to time.

**Auditor-General** means the Controller and Auditor-General appointed under the Public Audit Act 2001.

**Board** in relation to the Company means those Directors who number not less than the required quorum acting together as a board of directors.

**Board Skills Matrix** means the board skills matrix set out in Schedule 1 of the [Shareholders' Agreement constitution](#).

**Class** means a class of Shares having attached to them identical rights, privileges, limitations and conditions.

**Class A Shareholders** means the holders of the Class A Shares.

**Class A Shares** means Shares in the Company entitling the holder of those Shares to vote at a meeting of the Shareholders on any resolution pursuant to clause 2.1. No other rights or obligations attach to the Class A Shares.

**Class B Shareholders** means the holders of the Class B Shares.

**Class B Shares** means Shares in the Company entitling the holder to an equal share in any dividends authorised by the Board and an equal share in the Distribution of surplus assets of the Company pursuant to clause 2.2. No other rights or obligations attach to the Class B Shares.

**Company** means Wellington Water Limited.

**Council Controlled Organisation** has the meaning given to that term by the Local Government Act 2002.



## Constitution

**Director** means a person appointed as a director of the Company in accordance with this constitution.

**Distribution** has the meaning set out in section 2(1) of the Act.

**Independent Director** means a Director appointed by the Shareholders jointly by agreement and who is neither a member (including Councillors and Mayors) of nor a person employed by any local authority (as defined under the Local Government Act 2002).

**Local Authority** has the meaning given to that term by the Local Government Act 2002.

**Representative** means a person appointed as a Shareholder's Representative under clause 9.5.

**Share** means a share issued, or to be issued, by the Company including Class A Shares and Class B Shares.

**Shareholder** means a person whose name is entered in the share register of the Company as the holder for the time being of one or more Shares.

**Shareholders' and Partnership Agreement** means any Shareholders' and Partnership Agreement between, among others, the Shareholders of the Company governing the conduct of the Shareholders in relation to the Company that is notified by the Shareholders to the Board, as amended from time to time.

**Special Resolution** means a resolution approved by 75% of those Class A Shareholders entitled to vote and voting on the resolution.

**Statement of Intent** means each statement of intent to be completed by the Board in terms of the Local Government Act 2002.

**Water Services** has the meaning given that term by the Local Government Act 2002.

## Interpretation

21.2 In this constitution, unless the context otherwise requires:

- 21.2.1 Except as specified in clause 21.1, words or expressions used in this constitution that are defined in the Act or the Local Government Act 2002 have the meaning given by the applicable act.
- 21.2.2 A reference to writing includes facsimile and electronic communications resulting in visible reproduction.
- 21.2.3 An expression referring to a natural person includes a company, trust, partnership, association, body corporate, Local Authority, Council Controlled Organisation or public authority.

Constitution

- 21.2.4 A reference to any legislation or to any provision of any legislation (including regulations and orders) includes:
- (a) that legislation or provision as from time to time amended, re-enacted or substituted; and
  - (b) any statutory instruments, regulations, rules and orders issued under that legislation or provision.
- 21.2.5 A reference to a clause, part, schedule or attachment is a reference to a clause, part, schedule or attachment of or to this constitution.
- 21.2.6 A reference to the word 'include' or 'including' is to be construed without limitation.
- 21.2.7 A reference to a working day means a day other than a Saturday or Sunday on which banks are open for business generally in Wellington, New Zealand.

**Conflict between the Act and this constitution**

- 21.3 If there is any conflict between:
- 21.3.1 a provision in this constitution and a mandatory provision in the Act or the Local Government Act 2002; or
  - 21.3.2 a word or expression defined or explained in the Act or the Local Government Act 2002 and a word or expression defined or explained in this constitution,
- the provision, word or expression in the applicable act prevails.

[Constitution](#)

[Schedule 1](#)

**BOARD SKILLS MATRIX** [\[Note: the below has been cut and pasted from latest version of draft Shareholders and Partnership Agreement, with only new changes marked up\]](#)

Each Director of the Company must have the skills, knowledge, or experience to:

- guide the Company, given the nature and scope of its activities; and
- contribute to the achievement of the objectives of the Company.

*In making all Director appointments, the [parties to the Shareholders' Agreement](#) should ensure that the Board collectively has the following attributes:*

**COLLECTIVE BOARD ATTRIBUTES**

Candidates with the ability and willingness to:		Desirable but not mandatory	At least one director	Multiple directors	All directors
1	Chair the Board		√		
2	Participate fully in the life of the Board and on subcommittees as required				√
3	Demonstrate the individual attributes outlined below				√
<b>Relevant knowledge and experience in/of:</b>					
4	Governance and leadership experience				√
5	Commercial strategic and business acumen			√	
6	Engineering, infrastructure asset planning and management		√	√	

[1364812\\_3:1364634\\_5](#)

17

Formatted: PF Level 1

Formatted: Font:



[Constitution](#)

7	A strong understanding of the Wellington region and the local government context, including appreciation of public accountability		✓	✓	
8	Practical, and preferably leadership experience in Water Services		✓		
9	Resource and environmental management and the RMA	✓			
10	Commercial law and/or contract management	✓			
11	Accounting/finance and/or risk management	✓			
12	Relationship management skills and experience.	✓			
13	<ul style="list-style-type: none"> <li>- Demonstrates a familiarity with the geographic area in which the Company is operating and iwi interests in that area</li> <li>- Demonstrates an understanding of Te Ao Māori and Tikanga Māori</li> <li>- Maintains, upholds, and proactively engages with, the principles of the Treaty of Waitangi</li> <li>- Demonstrates a commitment to kaitiakitanga and stewardship in relation to the natural environment.</li> </ul>		✓		

**REQUIRED INDIVIDUAL ATTRIBUTES FOR DIRECTORS**

13	Professionalism	- Demonstrates behaviours and commitment to the vision and values of the Company and its objectives and strategic direction
----	-----------------	---

1364812\_3:1364634\_5

18

[Constitution](#)

		<ul style="list-style-type: none"> <li>- Empathy and clear understanding of the objectives of the parties to the Shareholders' <a href="#">and Partnership</a> Agreement</li> <li>- Common sense, integrity and a strong sense of public service ethic</li> <li>- Applies knowledge of the Companies Act and Local Government Act and knows when to seek advice</li> <li>- Recognises perceived and real conflict of interest situations, when to declare an interest and acts accordingly and appropriately</li> </ul>
14	Communication	<ul style="list-style-type: none"> <li>- Mediates constructively and effectively to resolve differences and conflict</li> <li>- Listens and asks questions to maximise own understanding of situations and contributes constructively to meetings</li> <li>- Applies political instinct and knowledge of the political context to relevant situations</li> <li>- Exhibits open and transparent communications skills</li> </ul>
15	Decision Making	<ul style="list-style-type: none"> <li>- Makes decisions honestly and in good faith</li> <li>- Ability to take a wide perspective on issues and think strategically and critically</li> <li>- Encourages new initiatives and tries to be inventive and original when tackling issues and solving problems.</li> <li>- Establishes decision-making criteria to determine the best outcome in line with Company and values of the parties to the Shareholders' <a href="#">and Partnership</a> Agreement</li> <li>- Undertakes effective analysis of both qualitative and quantitative data for problem solving, planning and decision making</li> </ul>

[1364812\\_3:1364634\\_5](#)

19

[Constitution](#)

		<ul style="list-style-type: none"> <li>- Acquaints themselves fully with all the relevant facts, and consider whether expert advice is needed</li> <li>- Applies fluency with financial concepts to the review of internal financial reports</li> <li>- Contributes to the development of stretching but achievable goals, objectives and KPIs</li> <li>- Implements and monitors performance against KPIs and budgets in order to achieve outcomes and respond to changes in the Company's operating environment</li> </ul>
16	Team Work	<ul style="list-style-type: none"> <li>- Ability to work positively honestly and proactively with the Chief Executive, Chair and other directors of the Company</li> <li>- Maintains oversight of the Company's organisational culture and the depth of management</li> <li>- Ability to work positively with the parties to the Shareholders' and Partnership Agreement, with an appreciation of their role as customers, shareholders and mana whenua representatives (including recognising demands on them for transparency and accountability)</li> </ul>
17	Strategic Leadership	<ul style="list-style-type: none"> <li>- Understands director responsibilities and can distinguish governance from management</li> <li>- Takes a proactive and forward thinking approach, identifying possible risks and opportunities, and encourages the continuous improvement of service provision to the client councils</li> <li>- Demonstrates an affiliation with and passion for the geographic area in which the Company is operating and maintains a commitment to the principles of the Treaty of Waitangi</li> <li>- Keeps up-to-date on Company and industry issues and opportunities and maintains relevant technical and professional expertise</li> </ul>

1364812\_3:1364634\_5

20



[Constitution](#)

	<ul style="list-style-type: none"><li>- Responds to and influences constructively future-focused strategic change management within the Company</li><li>- Strives to identify relevant financial, operating, market, health and safety, and legal risks and to ensure that best practice risk management is in place for the time</li><li>- Assists with the high level development and oversight of resilience planning</li><li>- Contributes to the Company's strategic and business planning including championing the Company's vision and values</li></ul>
--	---

[1364812\\_31364634\\_5](#)

21

1364812\_3

1

~~Draft 7 December 2018~~ Version 4 June 2019

**Shareholders' and Partnership Agreement**  
**relating to**  
**Wellington Water Limited**

Wellington City Council

Hutt City Council

Upper Hutt City Council

Porirua City Council

Wellington Regional Council

And any other Shareholder and Mana Whenua Partner Entity  
acceding to this Shareholders' and Partnership Agreement



## Table of contents

<b>Te Taki o Wellington Water</b>	<b>1</b>
<b>Parties</b>	<b>2</b>
<b>Background</b>	<b>2</b>
<b>Operative provisions</b>	<b>3</b>
<b>1 Shareholder and other obligations</b>	<b>3</b>
Shareholder and customer	3
Duty to comply with Constitution	3
<b>2 Treaty of Waitangi / Te Tiriti o Waitangi</b>	<b>4</b>
<b>3 Wellington Water Committee</b>	<b>4</b>
Establishment and Terms of Reference	4
Attendance of Committee Members at meetings	5
<b>4 Shareholder decisions</b>	<b>6</b>
<b>5 Composition of the Board</b>	<b>6</b>
The Board	6
<b>6 Statement of Intent</b>	<b>6</b>
<b>7 Shareholder amalgamation</b>	<b>7</b>
<b>8 Conduct by the parties</b>	<b>7</b>
Spirit of collaborative working	7
<b>9 Dispute resolution</b>	<b>8</b>
Application of procedures	8
Notice in writing	8
Escalation	8
Negotiation in good faith	8
Mediation	8
Implementation of agreement reached through negotiation or mediation	9
Rights and obligations during a dispute	9
Interlocutory relief and right to terminate	9
<b>10 Termination</b>	<b>9</b>
Duration	9
Termination for default	9
Termination by notice	9
Right of first refusal	9
Effect of termination	10
<b>11 Confidential Information</b>	<b>10</b>
Confidentiality	10
Further permitted use and disclosure	10
Obligations to continue after agreement ends	10
<b>12 Announcements</b>	<b>11</b>
<b>13 Notices</b>	<b>11</b>

1364634\_5

Giving notices.....	11
Change of details.....	11
Time notice is given.....	11
<b>14 Miscellaneous.....</b>	<b>12</b>
Assignments and transfers.....	12
Costs.....	12
Entire agreement.....	12
Execution of separate documents.....	12
Further acts.....	12
Inconsistency with Constitution.....	12
No partnership or agency.....	12
Privacy.....	12
No reliance on other matters.....	13
Severability.....	13
Variation.....	13
Waivers.....	13
<b>15 Definitions and interpretation.....</b>	<b>13</b>
Definitions.....	13
Interpretation.....	15
<b>Execution and date.....</b>	<b>17</b>
Parties.....	1
Background.....	2
Operative provisions.....	3
1—Shareholder obligations.....	3
Shareholder and customer.....	3
Duty to comply with Constitution.....	3
2—Shareholders.....	3
3—Wellington Water Committee.....	4
Establishment and Terms of Reference.....	4
Delegations to Committee Members.....	5
Attendance of Committee Members at meetings.....	5
4—Shareholder decisions.....	5
5—Composition of the Board.....	6
The Board.....	6
6—Statement of Intent.....	6
7—Shareholder amalgamation.....	7
8—Conduct by the Shareholders.....	7
Spirit of collaborative working.....	7
9—Dispute resolution.....	8
Application of procedures.....	8
Notice in writing.....	8
Escalation.....	8
Negotiation in good faith.....	8

1364634\_5

Mediation.....	8
Implementation of agreement reached through negotiation or mediation.....	9
Rights and obligations during a dispute.....	9
Interlocutory relief and right to terminate.....	9
<b>10 Termination.....</b>	<b>9</b>
Duration.....	9
Termination for default.....	9
Termination by notice.....	9
Right of first refusal.....	9
Effect of termination.....	10
<b>11 Confidential Information.....</b>	<b>10</b>
Confidentiality.....	10
Further permitted use and disclosure.....	10
Obligations to continue after agreement ends.....	10
<b>12 Announcements.....</b>	<b>11</b>
<b>13 Notices.....</b>	<b>11</b>
Giving notices.....	11
Change of details.....	11
Time notice is given.....	11
<b>14 Miscellaneous.....</b>	<b>12</b>
Assignments and transfers.....	12
Costs.....	12
Entire agreement.....	12
Execution of separate documents.....	12
Further acts.....	12
Inconsistency with Constitution.....	12
No partnership or agency.....	12
No reliance on other matters.....	12
Severability.....	13
Variation.....	13
Waivers.....	13
<b>15 Definitions and interpretation.....</b>	<b>13</b>
Definitions.....	13
Interpretation.....	15
<b>Execution and date.....</b>	<b>17</b>
<b>Schedule 1.....</b>	<b>17</b>
Board Skills Matrix.....	17
<b>Schedule 2.....</b>	<b>22</b>
Matters requiring Shareholder approval or reflection in Statement of Intent.....	22
<b>Schedule 3.....</b>	<b>23</b>
Form of Wellington Water Committee Terms of Reference.....	23

1364634\_5



~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

**Te Taki o Wellington Water**

He wai, he wai

He wai herenga tāngata

He wai herenga whenua

He wāirua

He waiora

Tihei Mauri ora

Tis water, tis water

Water that joins us

Water that necessitates the land

Soul of life

Life forever

Tis life

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

**Parties**

Wellington City Council (WCC)

Hutt City Council (HCC)

Upper Hutt City Council (UHCC)

Porirua City Council (PCC)

Wellington Regional Council (WRC)

[South Wairarapa District Council](#)

Any other Shareholder(s) acceding to this document in accordance with clause 1.6 below

Any Mana Whenua Partner Entity(ies) acceding to this document in accordance with clause 2.3 below (MWPE)

**Background**

A. Wellington Water Limited (**Company**) manages drinking water, wastewater and storm water services [in the greater Wellington region](#) for its local authority shareholders, working in partnership with mana whenua, through the MWPEs, to provide leadership across water issues.

B. The parties are:

- a. shareholders in the Company; and ~~for~~
- b. mana whenua partner entities,

and wish to enter into this document for the purpose of recording the agreements they have reached in relation to managing their shareholdings in the Company, mana whenua's partnership with the Shareholders in relation to governance of the Company, and their respective relationships with each other.

C. The existing parties to this document acknowledge that additional parties may accede to this document in the manner described in clause 2.3 below, either as additional shareholders in the Company or as MWPEs.

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~**Operative provisions****1 Shareholder and other obligations****Shareholder and customer**

- 1.1 Each Shareholder acknowledges that all Shareholders are expected to also be customers of the Company under a Service Level Agreement.

**Duty to comply with Constitution**

- 1.2 Each Shareholder shall comply with the Company's Constitution. Each MWPE shall, in the exercise of its role as contemplated in this document, ~~agree ensure~~ that the Company ~~is obliged to~~ comply ~~yes~~ with the Constitution.

**Council controlled organisation**

- 1.3 The Shareholders and MWPEs acknowledge that the Company is a council controlled organisation and accordingly:
- 1.3.1 the Shareholders will each use their best endeavours to ensure that they each comply with their, and the Company complies with its, obligations under the LGA and the Companies Act; and
- 1.3.2 each of the MWPEs will, when undertaking its role as contemplated in this document, ~~agree use its best endeavours to ensure~~ that the Company ~~is obliged to~~ comply ~~yes~~ with its obligations under the LGA and the Companies Act.

**Security Interest**

- 1.4 A Shareholder must not grant a Security Interest over any of its Shares without the written consent of the other Shareholders.

**Shareholding**

- 1.5 Each Shareholder holds the Shares as set out in the share register for the Company.

**New Shareholder accession to this document**

- 1.6 The Shareholders acknowledge that from time to time one or more local authorities or council controlled organisations may become shareholders of the Company, by being issued Shares in the Company in accordance with the Constitution. In such event, the new Shareholder will be required under the Constitution to ~~become a party-accede~~ to this document as a Shareholder and ~~may to~~ do so by way of entry into a deed of accession in a form required by the Shareholders.



~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

## 2 Treaty of Waitangi / Te Tiriti o Waitangi

2.1 The Shareholders acknowledge the importance of the Treaty of Waitangi / Te Tiriti o Waitangi as a founding document of Aotearoa New Zealand and are committed to the principles it contains. In giving effect to the Treaty of Waitangi / Te Tiriti o Waitangi principles, the Shareholders agree that mana whenua, through the MWPEs, will have an important role in the governance of the Company, as contemplated in this document, including by nominating members on the Wellington Water Committee and by jointly (as part of the Wellington Water Committee) appointing-recommending the appointment of the Directors of the Company (such Director appointments to be made by the Class A Shareholders as required under the Constitution).

### 2.2 Each MWPE:

2.2.1 is a Māori authority in the geographical area in which the Company operates;

2.2.2 has been jointly approved by all Shareholders as a MWPE for the purposes of this document (as contemplated in clause 2.3 below); and

2.2.3 has acceded to this document as a MWPE by way of entry into a deed of accession in a form required by the Shareholders.

2.3 The Shareholders acknowledge that they, any of them and/or the Company may from time to time receive request(s) from any group(s) or entity(ies) seeking recognition as a MWPE for the purposes of this document. The Shareholders agree to consider such request(s) in good faith, and may, by unanimous resolution, agree to recognise as a MWPE under this document any Māori authority within the geographical area in which the Company operates. On such resolution, the relevant Māori authority shall become a MWPE upon acceding to this document as a MWPE by way of entry into a deed of accession as required in clause 2.2.3 above.

## 3 Wellington Water Committee

### Establishment and Terms of Reference

3.1 The Shareholders will jointly establish, maintain and operate a Wellington Water Committee in accordance with the Terms of Reference and the provisions of this document, to provide overarching governance in relation to Water Services in the greater Wellington region and to assist the Shareholders to fulfil their obligations under this document.

### Committee Membership

3.2 The Wellington Water Committee will comprise Committee Members appointed as follows:

1364634\_5

4

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

- 3.2.1 Each Shareholder will appoint one of its elected members as a Committee Member;
  - 3.2.2 Each MWPE will nominate, and the Shareholders will unanimously appoint, a person to be a Committee Member on the Wellington Water Committee; and
  - 3.2.3 In relation to each Committee Member, whether appointed under clause ~~3.2.13.2.14.1.1~~ or 3.2.2, an Alternate will be appointed in the same way as the relevant primary Committee Member.
- 3.3 Any Committee Member and/or Alternate may be replaced from time to time as follows:
- 3.3.1 a Committee Member who is also an elected member of a Shareholder, by the relevant Shareholder; and
  - 3.3.2 a Committee Member who is not also an elected member of a Shareholder, by the relevant nominating MWPE,
- in each case, by the relevant party providing written notice to the Wellington Water Committee and the Shareholders.

**Delegations to Committee Members**

- 3.4 Each ~~Shareholder~~ party agrees to delegate to its nominated or appointed Committee Member, and their Alternate, those responsibilities and powers set out in the Appendix to the Terms of Reference.

**Attendance of Committee Members at meetings**

- 3.5 Each:
  - 3.5.1 Shareholder agrees to use its reasonable endeavours to ensure that its appointed elected member Committee Member (or their Alternate); and
  - 3.5.2 MWPE agrees to use its reasonable endeavours to ensure that its nominated Committee Member (or their Alternate),
 attends each meeting of the Wellington Water Committee.
- 3.6 It shall be considered a breach of this document if an appointed Committee Member or their Alternate is not present at three consecutive meetings of the Wellington Water Committee.

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

**4 Shareholder decisions**

- 4.1 The matters contained in part 1 of Schedule 2 must be approved by unanimous agreement of the Shareholders, which may be approved through their elected members who are on the Wellington Water Committee.

**5 Composition of the Board**

**The Board**

- 5.1 The parties agree that ~~the appointment of the~~all Directors must ~~be independent~~  
~~Directors selected by the Wellington Water Committee~~meet the requirements in accordance with the Board Skills Matrix, subject to the maximum number of Directors permitted under the Constitution.
- 5.2 An appointee must not be a person disqualified from acting as a Director under the Companies Act.
- 5.3 Otherwise, the Directors are to be appointed in accordance with the terms of the Constitution and this document.
- 5.4 A performance evaluation of the Board will be undertaken by the Board on an annual basis, in line with accepted good governance principles and practices, and the results will be reported directly to the Wellington Water Committee and to the Chief Executives of the Shareholders.

**6 Statement of Intent**

- 6.1 The parties agree that the business of the Company is expected to be conducted in accordance with its Statement of Intent, which must be prepared in accordance with the LGA.
- 6.2 Each Shareholder retains its rights under the LGA to comment on and decide whether to approve a Statement of Intent, but will use its best endeavours to co-ordinate its feedback in accordance with the procedure set out in this clause 6.
- 6.3 Unless the parties agree an alternative date, no later than 1 December each year, the Wellington Water Committee will meet to discuss and recommend to the Shareholders details to be included in the Letter of Expectation to the Company in relation to its Statement of Intent.
- 6.4 The parties agree that the Letter of Expectation will request the Company to include in its Statement of Intent appropriate restrictions on the activities set out in part 2 of Schedule 2.
- 6.5 The parties will exercise their power to agree the Letter of Expectation via the Wellington Water Committee.



Shareholders and Partnership Agreement~~Shareholders' and Partnership Agreement~~

- 6.6 No later than 15 December in each year, or an alternative date agreed by the Shareholders, the chairperson of the Wellington Water Committee will circulate the agreed Letter of Expectation to the Chairperson of the Board, the Chief Executive of the Company and to all Shareholders.
- 6.7 The Shareholders will procure that the draft Statement of Intent prepared by the Company is provided to the Wellington Water Committee and will exercise its powers in relation to the draft Statement of Intent via the Wellington Water Committee.
- 6.8 The Wellington Water Committee will, in accordance with the Terms of Reference, consider the draft Statement of Intent and will agree feedback and recommendations in respect of the draft Statement of Intent to be provided to the Company.
- 6.9 Subject to clause 6.2, no later than 30 April in each year, the Wellington Water Committee will circulate to the Chairperson of the Board, the Chief Executive of the Company and to all Shareholders a letter outlining Wellington Water Committee's agreed combined feedback to the draft Statement of Intent.
- 6.10 The Wellington Water Committee will, in accordance with the Terms of Reference, consider the final Statement of Intent when it is received from the Company and agree recommendations in respect of the final Statement of Intent to be provided to the Shareholders.
- 6.11 Each Shareholder must formally consider the final Statement of Intent taking into account the recommendations of the Wellington Water Committee.
- 6.12 The parties acknowledge that under the LGA, the Shareholders may jointly, by resolution, require the Board to modify its Statement of Intent.

## **7 Shareholder amalgamation**

- 7.1 In the event of an amalgamation or any other change in the regional governance structure of a Shareholder, the parties will meet and discuss the effect of the amalgamation on the shareholding structure of the Company and will exercise their voting rights to ensure that the shareholding percentages for both classes of shares remain reasonable as agreed by all Shareholders.

## **8 Conduct by the parties**

### **Spirit of collaborative working**

- 8.1 The parties must at all times act in a spirit of co-operation and collaborative working, endeavouring to act together to allow for the effective communications for and on, and governance of, the Company.
- 8.2 The parties shall use best endeavours to act under the principle of no surprises, both with the Company and with each other in relation to their respective interests. If any decision under this document has a material impact on a Shareholder's Service Level

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

Agreement with the Company, that Shareholder must immediately notify the other parties of the change.

## 9 Dispute resolution

### Application of procedures

- 9.1 The procedures set out below must be followed in relation to the resolution of a dispute amongst the parties concerning either of the following:
- 9.1.1 this document, its subject matter, the rights or liabilities under this document or the negotiations leading to it; or
  - 9.1.2 the conduct of the business or affairs of the Company.

### Notice in writing

- 9.2 If a party claims that a dispute has arisen, that party must give written notice to the other parties. The written notice must specify the nature of the dispute.

### Escalation

- 9.3 The Representatives shall be responsible for dealing with any disputes in a timely manner.

### Negotiation in good faith

- 9.4 On receipt of a notice delivered in accordance with clause 9.2 and before any party may refer a dispute to mediation, the Representatives must, in good faith and acting reasonably, do their best to resolve the difficulty quickly and efficiently through negotiation.
- 9.5 If any Representative considers that the dispute is not being resolved in a timely manner, such Representative may serve written notice on the other parties' Representatives to escalate the dispute to the Chief Executives (where the Representatives are not the Chief Executive) of the applicable Shareholders for resolution.
- 9.6 If the issue has not been resolved within 30 days (or within such other period as agreed by the parties) of the date of the notice referred to in clause 9.4, any party may submit the dispute to mediation.

### Mediation

- 9.7 If the parties do not resolve the difficulty by negotiation, the parties must, in good faith and acting reasonably, do their best to resolve the difficulty by participating in mediation with an independent mediator.
- 9.8 If the parties do not agree on a mediator, then the mediator will be appointed by the President of the New Zealand Law Society.
- 9.9 The parties must mediate the difficulty in accordance with principles agreed between them or, if no agreement can be reached, the principles determined by the mediator.

1364634\_5

8

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

- 9.10 Unless the parties agree otherwise, the mediator's fee and any other costs of the mediation itself (such as for venue hire or refreshments) will be shared equally between the parties, but the parties will each pay their own costs of preparing for and participating in the mediation (such as for travel and legal representation).

**Implementation of agreement reached through negotiation or mediation**

- 9.11 The parties must do whatever is reasonably necessary to put into effect any negotiated or mediated agreement or other resolution. This includes exercising voting rights and other powers as required.

**Rights and obligations during a dispute**

- 9.12 During a dispute, each party must continue to perform its obligations under this document.

**Interlocutory relief and right to terminate**

- 9.13 This clause does not restrict or limit the right of a party to obtain interlocutory relief, or to immediately terminate this document where this document provides such a right.

**10 Termination****Duration**

- 10.1 This document commences on its execution date in accordance with its terms and continues until:
- 10.1.1 one Shareholder holds all of the Shares or none of the Shareholders hold Shares, and there are no then current MWPEs; or
  - 10.1.2 terminated earlier in accordance with clause 10.2.

**Termination for default**

- 10.2 This document will terminate if an Insolvency Event occurs in relation to the Company.

**Termination by notice**

- 10.3 Any Shareholder may withdraw from being a Shareholder and a party to this document if the Service Level Agreement in respect of such Shareholder is terminated.
- 10.4 Any Shareholder may withdraw from being a Shareholder and a party to this document by giving 36 months' prior written notice to the Company and to all other Shareholders.

**Right of first refusal**

- 10.5 If a Shareholder ceases to be a Shareholder in the Company for any reason, the Shareholder must offer its Shares to the remaining Shareholders pro rata to their respective shareholdings.



~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

- 10.6 No Shareholder is entitled to terminate this document except as expressly permitted in this document.

**Effect of termination**

- 10.7 Any termination of this document with respect to a Shareholder or a MWPE does not affect any accrued rights that Shareholder or that MWPE may have against the other parties to this document or which the other parties to this document may have against it.
- 10.8 Clause 11 continues to apply to the parties despite any termination of this document.

**11 Confidential Information**

**Confidentiality**

- 11.1 Each party must keep, and must ensure that its nominated and/or appointed Committee Member and Representative shall keep, confidential the terms of this document, the contents of all negotiations leading to its preparation and any other information relating to the Company or to another Shareholder or MWPE that it obtains as a result of this document or anything done under it (**Confidential Information**), and must not disclose or permit the disclosure of such Confidential Information to any other person. If a party becomes aware of a breach of this obligation, that party will immediately notify the other parties.

**Further permitted use and disclosure**

- 11.2 This document does not prohibit the disclosure of Confidential Information by a party in the following circumstances:
- 11.2.1 The other parties have consented to the disclosure of the relevant Confidential Information.
- 11.2.2 The disclosure is specifically contemplated and permitted by this document.
- 11.2.3 The disclosure of Confidential Information is to an employee, subcontractor, agent or representative who needs it for the purposes of this document.
- 11.2.4 The disclosure is to a professional adviser in order for it to provide advice in relation to matters arising under or in connection with this document.
- 11.2.5 The disclosure is required by a court or governmental or administrative authority.
- 11.2.6 The disclosure is required by applicable law or regulation, including under the Local Government Official Information and Meetings Act 1987.

**Obligations to continue after agreement ends**

- 11.3 All obligations of confidence set out in this document continue in full force and effect after this document ends.

~~Shareholders and Partnership Agreement~~  
Shareholders' and Partnership Agreement

## **12 Announcements**

- 12.1 Each party agrees that it will not make any public announcements or issue media releases in connection with, or on behalf of, the other parties or the Wellington Water Committee in relation to the Company or Water Services. Nothing in this provision shall prohibit or restrict a Shareholder from making public announcements or media releases in connection with the Shareholder's own involvement with, or policies in relation to, the Wellington Water Committee or the Company.
- 12.2 Only the Chairperson of the Wellington Water Committee or their nominee shall be authorised to make public announcements or media releases in connection with or on behalf of the Wellington Water Committee in relation to the Company or any Water Services.

## **13 Notices**

### **Giving notices**

- 13.1 Any notice or communication given to a party under this document is only given if it is in writing and sent in one of the following ways:
- 13.1.1 Delivered or posted to that party at its address and marked for the attention of the Representative; or
- 13.1.2 Emailed to that party at its email address and marked for the attention of Representative,
- in each case using the contact details notified by each party to the other parties and the Company from time to time (although subject to clause 13.2).

### **Change of details**

- 13.2 If a party gives the other parties and the Company three business days' notice of a change of its postal address or email address, any notice or communication is only given by that other party if it is delivered, posted or emailed to the latest postal address or email address.

### **Time notice is given**

- 13.3 Any notice or communication is to be treated as given at the following time:
- 13.3.1 If it is delivered, when it is left at the relevant address.
- 13.3.2 If it is sent by post, two business days after it is posted.
- 13.3.3 If it is sent by email, when it is received in readable form addressed in the manner specified above.

Shareholders and Partnership Agreement~~Shareholders' and Partnership Agreement~~

- 13.4 However, if any notice or communication is given, on a day that is not a business day or after 5pm on a business day, in the place of the party to whom it is sent it is to be treated as having been given at the beginning of the next business day.

#### **14 Miscellaneous**

##### **Assignments and transfers**

- 14.1 A party must not assign or transfer any of its rights or obligations under this document without the prior written consent of each of the other parties.

##### **Costs**

- 14.2 Except as otherwise set out in this document, each party must pay its own costs and expenses, including legal costs and expenses, in relation to preparing, negotiating, executing and completing this document and any document related to this document.

##### **Entire agreement**

- 14.3 This document contains everything the parties have agreed in relation to the subject matter it deals with. No party can rely on an earlier written document or anything said or done by or on behalf of another party before this document was executed.

##### **Execution of separate documents**

- 14.4 This document is properly executed if each party executes either this document or an identical document. In the latter case, this document takes effect when the separately executed documents are exchanged between the parties.

##### **Further acts**

- 14.5 Each party must at its own expense promptly execute all documents and do or use reasonable endeavours to cause a third party to do all things that another party from time to time may reasonably request in order to give effect to, perfect or complete this document and all transactions incidental to it.

##### **Inconsistency with Constitution**

- 14.6 If there is any inconsistency between this document and the Constitution then the parties agree to abide by this document and to do everything required to change the Constitution so that it is consistent with this document.

##### **No partnership or agency**

- 14.7 Nothing contained or implied in this document will create or constitute, or be deemed to create or constitute, a partnership between the parties. A party must not act, represent or hold itself out as having authority to act as the agent of or in any way bind or commit the other parties to any obligation.

##### **Privity**

- 14.8 Nothing in this agreement gives any right to a person not named as a party to this agreement, and no such person is entitled to make a claim against any party to this agreement.



Shareholders and Partnership Agreement  
Shareholders' and Partnership Agreement**No reliance on other matters**

- 14.9 Each of the parties acknowledges that in agreeing to enter into this document it has not relied on any representation, warranty or other assurance except those set out in this document.

**Severability**

- 14.10 Each provision of this document is individually severable. If any provision is or becomes illegal, unenforceable or invalid in any jurisdiction it is to be treated as being severed from this document in the relevant jurisdiction, but the rest of this document will not be affected.

**Variation**

- 14.11 No variation of this document will be of any force or effect unless it is in writing and signed by the parties to this document.

**Waivers**

- 14.12 A waiver of any right, power or remedy under this document must be in writing signed by the party granting it. A waiver is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.
- 14.13 The fact that a party fails to do, or delays in doing, something the party is entitled to do under this document does not amount to a waiver.

**15 Definitions and interpretation****Definitions**

- 15.1 In this document the following definitions apply:

**Alternate** means in relation to a Committee Member, an alternate to that Committee Member, to attend and vote at meetings of the Wellington Water Committee but only where the relevant primary Committee Member is unable to do so.

**Board** means the board of directors for the time being of the Company.

**Board Skills Matrix** means the board skills matrix set out in Schedule 1 [of the Constitution as amended from time to time by approval of the Wellington Water Committee](#).

**Class A Shares** means Shares in the Company entitling the holder of those Shares to vote at a meeting of the Shareholders on any resolution. No other rights or obligations attach to the Class A Shares.

**Class B Shares** means Shares in the Company entitling the holder to an equal share in any dividends authorised by the Board and an equal share in the distribution of surplus assets of the Company. No other rights or obligations attach to the Class B Shares.

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

**Committee Member** means a member of the Wellington Water Committee.

**Companies Act** means the Companies Act 1993.

**Confidential Information** has the meaning set out in clause 11.1.

**Constitution** means the constitution of the Company.

~~**Director** means a director for the time being of the Company.~~

**Independent Director** means a ~~Director~~ for the time being of the Company, who is jointly appointed by the Shareholders holding Class A Shares (including pursuant to authority delegated to those Shareholders' respectively appointed Committee Member and, in accordance with these terms of reference, that person's Alternate, on the Wellington Water Committee) and who is neither a member (including Councillors and Mayors) of any Shareholder, nor a person employed by, any Local Authority (as defined under the LGA), or a person employed by any MWPE.

**Insolvency Event** in relation to a party means anything that reasonably indicates that there is a significant risk that that party is or will become unable to pay its debts as they fall due. This includes any of the following:

- (a) The party's liabilities exceed its assets.
- (b) A meeting of the party's creditors being called or held.
- (c) A step being taken to liquidate the party.
- (d) A step being taken to have a receiver, receiver and manager, administrator, liquidator or provisional liquidator appointed to the party or any of its assets or such an appointment taking place.
- (e) The party entering into any type of arrangement with, or assignment for, the benefit of all or any of its creditors including any formal arrangement or compromise under the Companies Act.
- (f) The party ceases or threatens to cease to carry on its main business.

**Letter of Expectation** means a letter to the Board setting out the expectations of the parties in relation to the Company's Statement of Intent. The process for agreeing such a letter is set out in clause 6.

**LGA** means the Local Government Act 2002.

**Mana Whenua Partner Entity** or **MWPE** means a Māori authority jointly approved by the Shareholders as contemplated in clauses 2.2 and 2.3.

**Related Person** has in relation to companies and natural persons, the same meaning as 'Related company' and 'Relative' under the Companies Act 1993 and in relation to the trustees of a trust includes the settlor and beneficiaries of the trust and any person holding the power to appoint and remove trustees or beneficiaries of the trust.

~~Shareholders and Partnership Agreement~~  
~~Shareholders' and Partnership Agreement~~

**Representative** means any person appointed by a party to this document as its representative for the purposes of this document, including as the primary point of contact for the other parties and to the Wellington Water Committee and, ~~at the date of this document,~~ means:

(a) ~~in relation to each Shareholder, the person who is the "Representative" for that Shareholder pursuant to the Constitution, or as applicable, the alternate to that person appointed pursuant to the Constitution; the Chief Executive of each Shareholder and~~

(b) ~~in relation to each MWPE, the Chair of that~~ each MWPE (or such other representative as notified in writing by the relevant MWPE to all other parties).

**Security Interest** includes a mortgage, debenture, charge, lien, pledge, assignment or deposit by way of security, bill of sale, lease, hypothecation, hire purchase, credit sale, agreement for sale on deferred terms, option, right of pre-emption, caveat, claim, covenant, interest or power in or over an interest in an asset and any agreement or commitment to give or create any such security interest or preferential ranking to a creditor including set off.

**Service Level Agreement** means a contract for provision of management services relating to Water Services between the Company and a Shareholder.

**Shareholder** means, at the relevant time, a shareholder in the Company. Where Shares are held by persons jointly, those persons are considered one Shareholder for the purpose of this document.

**Shares** means shares in the Company.

**Statement of Intent** means each statement of intent to be completed annually by the Board in accordance with the LGA.

**Terms of Reference** means the terms of reference of the Wellington Water Committee in the form set out in Schedule 3 as amended from time to time by agreement of the parties.

**Water Services** means the network infrastructure for the delivery of bulk water, water reticulation, wastewater and stormwater services in the Wellington region, for which the Company is responsible for managing and operating.

**Wellington Water Committee** means the joint committee formed by the Shareholders, together with Mana Whenua Partner Entities as contemplated in this document, pursuant to clauses 3.1 and 3.2.

#### Interpretation

15.2 In the interpretation of this document, the following provisions apply unless the context otherwise requires:

15.2.1 Headings are inserted for convenience only and do not affect the interpretation of this document.

1364634\_5

15



Shareholders and Partnership Agreement~~Shareholders' and Partnership Agreement~~

- 15.2.2 A reference in this document to a business day means a day other than a Saturday or Sunday on which banks are open for business generally in Wellington, New Zealand.
- 15.2.3 If the day on which any act, matter or thing is to be done under this document is not a business day, the act, matter or thing must be done on the next business day.
- 15.2.4 A reference in this document to dollars or \$ means New Zealand dollars and all amounts payable under this document are payable in New Zealand dollars.
- 15.2.5 A reference in this document to any law, legislation or legislative provision includes any statutory modification, amendment or re-enactment, and any subordinate legislation or regulations issued under that legislation or legislative provision.
- 15.2.6 A reference in this document to any agreement or document is to that agreement or document as amended, novated, supplemented or replaced.
- 15.2.7 A reference to a clause, part, schedule or attachment is a reference to a clause, part, schedule or attachment of or to this document. Any schedules and attachments form part of this document.
- 15.2.8 An expression importing a natural person includes any company, trust, partnership, joint venture, association, body corporate or governmental agency.
- 15.2.9 Where a word or phrase is given a defined meaning, another part of speech or other grammatical form in respect of that word or phrase has a corresponding meaning.
- 15.2.10 A word which denotes the singular denotes the plural, a word which denotes the plural denotes the singular, and a reference to any gender denotes the other genders.
- 15.2.11 References to the word 'include' or 'including' are to be construed without limitation.
- 15.2.12 A reference to this document includes the agreement recorded in this document.

~~Shareholders and Partnership Agreement~~  
Shareholders' and Partnership Agreement

**Execution and date**

Executed as an agreement.

Date:

**Wellington City Council** by:

In the presence of:

.....  
Authorised signatory

.....  
Witness

.....  
Name of authorised signatory (print)

.....  
Name of witness (print)

.....  
Designation of authorised signatory

.....  
Occupation and address of witness

**Hutt City Council** by:

In the presence of:

.....  
Authorised signatory

.....  
Witness

.....  
Name of authorised signatory (print)

.....  
Name of witness (print)

.....  
Designation of authorised signatory

.....  
Occupation and address of witness

**Upper Hutt City Council** by:

In the presence of:

.....  
Authorised signatory

.....  
Witness

.....  
Name of authorised signatory (print)

.....  
Name of witness (print)

.....  
Designation of authorised signatory

.....  
Occupation and address of witness

Shareholders and Partnership Agreement  
Shareholders' and Partnership Agreement

Porirua City Council by:

In the presence of:

.....  
Authorised signatory

.....  
Witness

.....  
Name of authorised signatory (print)

.....  
Name of witness (print)

.....  
Designation of authorised signatory

.....  
Occupation and address of witness

Wellington Regional Council by:

In the presence of:

.....  
Authorised signatory

.....  
Witness

.....  
Name of authorised signatory (print)

.....  
Name of witness (print)

.....  
Designation of authorised signatory

.....  
Occupation and address of witness



~~Shareholders and Partnership Agreement~~ ~~Shareholders' Agreement~~**Schedule 1 -**~~[NOT USED]~~ **Board Skills Matrix****BOARD SKILLS MATRIX**~~Each Director of the Company must have the skills, knowledge, or experience to:~~~~— guide the Company, given the nature and scope of its activities; and~~~~— contribute to the achievement of the objectives of the Company;~~~~*In making all Director appointments, the parties to the Shareholders' Agreement should ensure that the Board collectively has the following attributes:*~~**COLLECTIVE BOARD ATTRIBUTES**

Candidates with the ability and willingness to:		Desirable but not mandatory	At least one director	Multiple directors	All directors
1	Chair the Board	-	✓	-	-
2	Participate fully in the life of the Board and on subcommittees as required	-	-	-	✓
3	Demonstrate the individual attributes outlined below				✓
Relevant knowledge and experience in/of:		-	-	-	-
4	Governance and leadership experience	-	-	-	✓
5	Commercial strategic and business acumen	-	-	✓	-

1364634\_5

17

Shareholders and Partnership Agreement~~Shareholders' Agreement~~

6	Engineering, infrastructure asset planning and management	-	✓	✓	"
7	A strong understanding of the Wellington region and the local government context, including appreciation of public accountability	-	✓	✓	"
8	Practical, and preferably leadership experience in Water Services	-	✓	"	"
9	Resource and environmental management and the RMA	✓		"	"
10	Commercial law and/or contract management	✓	"	"	"
11	Accounting/finance and/or risk management	✓	"	"	"
12	Relationship management skills and experience	✓	"	"	"
13	<ul style="list-style-type: none"> <li>— Demonstrates a familiarity with the geographic area in which the Company is operating and iwi interests in that area</li> <li>— Demonstrates an understanding of Te Ao Māori and Tikanga Māori</li> <li>— Maintains, upholds, and proactively engages with, the principles of the Treaty of Waitangi</li> <li>— Demonstrates a commitment to kaitiakitanga and stewardship in relation to the natural environment</li> </ul>		✓		

1364634\_5

18

Shareholders and Partnership Agreement~~Shareholders' Agreement~~

## REQUIRED INDIVIDUAL ATTRIBUTES FOR DIRECTORS

13	Professionalism	<ul style="list-style-type: none"> <li>— Demonstrates behaviours and commitment to the vision and values of the Company and its objectives and strategic direction</li> <li>— Empathy and clear understanding of the objectives of the parties to the Shareholders' Agreement</li> <li>— Common sense, integrity and a strong sense of public service ethic</li> <li>— Applies knowledge of the Companies Act and Local Government Act and knows when to seek advice</li> <li>— Recognises perceived and real conflict of interest situations, when to declare an interest and acts accordingly and appropriately</li> </ul>
14	Communication	<ul style="list-style-type: none"> <li>— Mediates constructively and effectively to resolve differences and conflict</li> <li>— Listens and asks questions to maximise own understanding of situations and contributes constructively to meetings</li> <li>— Applies political instinct and knowledge of the political context to relevant situations</li> <li>— Exhibits open and transparent communications skills</li> </ul>
15	Decision-Making	<ul style="list-style-type: none"> <li>— Makes decisions honestly and in good faith</li> <li>— Ability to take a wide perspective on issues and think strategically and critically</li> <li>— Encourages new initiatives and tries to be inventive and original when tackling issues and solving problems</li> <li>— Establishes decision-making criteria to determine the best outcome in line with Company</li> </ul>

1364634\_5

19



Shareholders and Partnership Agreement~~Shareholders' Agreement~~

		<p>and values of the parties to the Shareholders' Agreement</p> <ul style="list-style-type: none"> <li>— Undertakes effective analysis of both qualitative and quantitative data for problem solving, planning and decision making</li> <li>— Acquaints themselves fully with all the relevant facts, and consider whether expert advice is needed</li> <li>— Applies fluency with financial concepts to the review of internal financial reports</li> <li>— Contributes to the development of stretching but achievable goals, objectives and KPIs</li> <li>— Implements and monitors performance against KPIs and budgets in order to achieve outcomes and respond to changes in the Company's operating environment</li> </ul>
46	Team Work	<ul style="list-style-type: none"> <li>— Ability to work positively honestly and proactively with the Chief Executive, Chair and other directors of the Company</li> <li>— Maintains oversight of the Company's organisational culture and the depth of management</li> <li>— Ability to work positively with the parties to the Shareholders' Agreement, with an appreciation of their role as customers, shareholders and mana whenua representatives (including recognising demands on them for transparency and accountability)</li> </ul>
47	Strategic Leadership	<ul style="list-style-type: none"> <li>— Understands director responsibilities and can distinguish governance from management</li> <li>— Takes a proactive and forward thinking approach, identifying possible risks and opportunities, and encourages the continuous improvement of service provision to the client councils</li> <li>— Demonstrates an affiliation with and passion for the geographic area in which the Company is operating and maintains a commitment to the principles of the Treaty of Waitangi</li> </ul>

1364634\_5

20

~~Shareholders and Partnership Agreement~~ ~~Shareholders' Agreement~~

	<ul style="list-style-type: none"><li>— Keeps up-to-date on Company and industry issues and opportunities and maintains relevant technical and professional expertise</li><li>— Responds to and influences constructively future-focused strategic change management within the Company</li><li>— Strives to identify relevant financial, operating, market, health and safety, and legal risks and to ensure that best practice risk management is in place for the time</li><li>— Assists with the high level development and oversight of resilience planning</li><li>— Contributes to the Company's strategic and business planning including championing the Company's vision and values</li></ul>
--	---

~~Shareholders and Partnership Agreement~~~~Shareholders' Agreement~~

## Schedule 2

### Matters requiring approval or reflection in Statement of Intent

#### Part 1 - Matters requiring unanimous resolution of Shareholders

The unanimous agreement of the Shareholders is required for:

- changes to the Constitution;
- increases in share capital and the issue of further securities, share buybacks and financial assistance, excluding buybacks created as a result of the agreed termination provisions in the Service Level Agreement;
- any alteration of rights, privileges or conditions attaching to the Shares;
- any arrangement, dissolution, reorganisation, liquidation, merger or amalgamation of the Company; and
- "major transactions" as that term is defined in the Companies Act.

#### Part 2 - Matters to be restricted in the Statement of Intent

The parties to the Shareholders' Agreement agree that the Letter of Expectation will request that the Company ensures its Statement of Intent includes appropriate restrictions on the following matters:

- making a loan or borrowing money, except for any borrowings in the ordinary course of business of no more than \$1,000,000 in total;
- granting security over the assets of the Company, or granting an indemnity or guarantee other than in the ordinary course of business;
- making a material change in the nature of the Company's business or engaging in business activities outside the ordinary course of business;
- entering a new customer service level agreement, except in the form already agreed by the parties to the Shareholders' Agreement;
- entering into a partnership or joint venture, except in the ordinary course of business;
- acquiring a new business or shares in another company;
- starting or settling any legal or arbitration proceedings, except in the ordinary course of business; and
- transferring or disposing of real or intellectual property with a value of over \$200,000.

~~Shareholders and Partnership Agreement~~~~Shareholders' Agreement~~

### Schedule 3

#### Form of Wellington Water Committee Terms of Reference

#### Wellington Water Committee

##### Purpose

The Wellington Water Committee ("the Committee") is established to:

- Provide governance and leadership across issues which are related to the planning, delivery and management of water services to communities serviced by Wellington Water Limited;
- Provide governance oversight of Wellington Water Limited, including by exhibiting good governance practice;
- Provide a forum for the representatives of Wellington Water Limited's shareholders and mana whenua to meet, discuss and co-ordinate on relevant issues and, through their representatives, to exercise their powers; and
- Strive for consistency across all client councils so all customers receive a similar level of service.

##### Status

The Committee is, for the purposes of the Local Government Act 2002, a joint committee of the Lower Hutt City Council, Porirua City Council, Upper Hutt City Council, Wellington City Council, Wellington Regional Council and the South Wairarapa District Council.

##### Specific responsibilities

The Committee's responsibilities are:

##### Governance oversight responsibilities

Shareholder ~~and~~ mana whenua ~~stakeholder~~ governance oversight of Wellington Water Limited and of the network infrastructure for the delivery of bulk water, water reticulation, wastewater and stormwater services in the geographical areas of Wellington Water Limited's operations, including by:

- Receiving and considering the half-yearly and annual reports of Wellington Water Limited;
- Receiving and considering such other information from Wellington Water Limited as the Committee may request on behalf of the parties to the Shareholders' and Partnership Agreement and/or receive from time to time;

1364634\_5

23



Shareholders and Partnership Agreement~~Shareholders' Agreement~~

- Undertaking performance and other monitoring of Wellington Water Limited;
- Considering and providing recommendations to the parties to the Shareholders' and Partnership Agreement on proposals from Wellington Water Limited;
- Providing co-ordinated feedback, and recommendations as needed, on any matters requested by Wellington Water Limited or any of the parties to the Shareholders' and Partnership Agreement;
- Providing recommendations to the parties to the Shareholders' and Partnership Agreement regarding regional studies which the Shareholders need to be cognisant of;
- Providing recommendations to the parties to the Shareholders' and Partnership Agreement regarding water conservation;
- Agreeing the annual Letter of Expectation to Wellington Water Limited;
- Receiving, considering and providing agreed feedback and recommendations to Wellington Water Limited on its draft statement of intent;
- Receiving, considering and providing recommendations to the parties to the Shareholders' and Partnership Agreement regarding Wellington Water Limited's final statement of intent.
- Agreeing when Shareholder meetings, or resolutions in lieu of Shareholder meetings, are required, without prejudice to Shareholder and Board rights to call meetings under Wellington Water Limited's constitution and;
- Seeking and interviewing candidates for Wellington Water Limited's Board as needed and recommending to the holders of Class A Shares~~approving director~~ appointments and/or removals of directors of Wellington Water Limited;
- Approving-Recommend~~ing~~ the remuneration of directors of Wellington Water Limited;
- Monitoring the performance of the Board of Wellington Water Limited; and
- Providing recommendations to the parties to the Shareholders' and Partnership Agreement regarding changes to these terms of reference, the Shareholders' and Partnership Agreement and the constitution of Wellington Water Limited.

**Membership**

The membership of the Committee will be as- specified in the Shareholders' and Partnership Agreement.

With the exception of the Committee Members nominated by the Mana Whenua Partners Entities, each appointee must be an elected member of the appointing Shareholder.

1364634\_5

24

~~Shareholders and Partnership Agreement~~Shareholders' Agreement**Chairperson**

The Chairperson and Deputy Chairperson will be elected by the Committee once all Committee members have been appointed.

**Quorum**

Subject to the below for Committee meetings to appoint directors of Wellington Water Limited, [For a meeting of the Committee to have a quorum, a majority of Committee Members, or their appointed Alternates, must be present, and the number making up the majority must include at least an equal number of Shareholder appointed Committee Members as MWPE nominated Committee Members.

Where the Committee is providing a forum for the Shareholders to meet and exercise their powers in relation to Wellington Water Limited, the requirements of Wellington Water Limited's constitution will prevail.

~~[Note: Clause 11.3 of the company's constitution provides that Directors shall be appointed and removed by the unanimous resolution of the Shareholders holding Class A Shares. For this matter the quorum for the Committee meeting is therefore attendance by all Committee Members (or their Alternates) for the holders of the Class A Shares.]~~

**Alternates**

Each Committee Member appointed to the Committee must have an Alternate.

**Other Shareholder attendee**

Each Shareholder-appointed elected member Committee member will be entitled to invite an officer attendee to Committee meetings, provided however that the additional attendee will not have any voting rights on the Committee.

**Decision-making**

The Committee will strive to make all decisions by consensus.

In the event that a consensus on a particular matter before the Committee is not able to be reached, each Committee Member has a deliberative vote. In the situation where there is an equality of votes cast on a matter, the Chairperson does not have a casting vote and therefore the matter subject to the vote is defeated and the status quo is preserved.

Other than for those matters for which the Committee has effective decision-making capacity through these Terms of Reference, each Shareholder retains its full

~~Shareholders and Partnership Agreement~~Shareholders' Agreement

powers to make its own decisions on matters referred to it by the Committee and on matters specified in Part 1 of Schedule 2 to the Shareholders' and Partnership Agreement (for clarity, this means that only Shareholders have voting rights in relation to the matters specified in Part 1 of Schedule 2).

Secretariat services

Unless otherwise agreed from time to time by all of the elected member Committee Members, the Council for which the Chairperson is an elected member will provide secretariat services to the Committee.

The Chairperson will be responsible for managing the agenda at Committee meetings.

**Standing Orders**

The Standing Orders of the ~~party providing~~Council providing secretariat services to the Committee will apply to Committee meetings, subject to the provisions for meeting quorum and decision making as set out in these terms of reference taking precedence.

**Remuneration**

Each Shareholder will be responsible for remunerating the elected member Committee Member appointed by its to representative on the Committee, and their Alternate, for any costs associated with ~~those~~at persons's membership on the Committee.

~~Wellington Water Limited~~The Shareholders will also be responsible for remunerating (in equal shares) the Committee Members nominated by Mana Whenua Partner Entities, and their Alternates, and appointed to the Committee by the Shareholders, for any costs associated with those persons' membership on the Committee.

**Administration**

Reports to be considered by the Committee may be submitted by any of the Shareholders, any of the Mana Whenua Partner Entities, or Wellington Water Limited.

**Duration of the Committee**

In accordance with clause 30(7) of Schedule 7 to the Local Government Act 2002, the Committee is not deemed to be discharged following each triennial election.

~~Shareholders and Partnership Agreement~~  
~~Shareholders' Agreement~~

## Appendix

### Common delegations by Shareholders

#### Governance oversight responsibilities

- Each Shareholder will delegate to the Committee the responsibilities and powers necessary to participate in and carry out the Committee's governance oversight responsibilities.

#### Shareholders' responsibilities

- Each Shareholder will delegate to its appointed elected member Committee Member and, in accordance with these terms of reference, that person's Alternate, all responsibilities and powers in relation to the agreement of:
  - when Shareholder meetings, or resolutions in lieu of Shareholder meetings, are required (without prejudice to Shareholder and Board rights to call meetings under Wellington Water Limited's constitution); and
  - the appointment, removal and remuneration of Wellington Water Limited's directors.



## UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETING FOR 2019

### Purpose

1. This report provides an updated copy of the City Strategy Committee's Forward Programme for 2019.

### Summary

2. This updated Forward Programme sets out the strategy, policy and briefing reports that are planned for the City Strategy Committee meetings for 2019.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The Forward Programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items, as dates are confirmed.
6. As requested at the last City Strategy Committee we have endeavoured to indicate in the to be scheduled section what quarter we believe a paper will be considered. Through this exercise a number of papers were identified as being considered post-election. These papers have been taken off of the City Strategy Committee forward programme and have been captured in a separate list which will be scheduled after the election when the governance structure is confirmed.

### Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes the attached forward programme.

### Attachments

Attachment 1. Forward Programme for City Strategy Committee

Page 333

Author	Prebashni Naidoo, Senior Democracy Advisor
Authoriser	Anusha Guler, Head of Governance Hayley Evans, Director, Strategy and Governance (Acting)

---

## **SUPPORTING INFORMATION**

Engagement and Consultation  
Not applicable.

Treaty of Waitangi considerations  
Not applicable.

Financial implications  
Not applicable.

Policy and legislative implications  
Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal  
Not applicable.

Climate Change impact and considerations  
Not applicable.

Communications Plan  
Not applicable.

Health and Safety Impact considered  
Not applicable.

## FORWARD PROGRAMME 2019: THIS IS A WORKING DRAFT, THE CONTENTS ARE SUBJECT TO CHANGE

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
<b>2018 - Second Quarter (Apr - Jun)</b>							
19 Jun	Regulatory Processes Committee	Road Closures	Applications have been made to temporarily close roads for the Very Welly Christmas and Newtown Festival.	Maria Taumaa	D Chick	Cr Sparrow	BAU, Priority 2
19 Jun	Regulatory Processes	Community and Recreation Leases on Reserve	Capital Apiaries - Caribbean Avenue Reserve	Kristine Ford/ Sarah Murray	B McKerrow	Cr Sparrow	BAU, Priority 2
19 Jun	Regulatory Processes	Community and Recreation Leases on Reserve	Alex Moore Hub Lease	Kristine Ford/ Sarah Murray	B McKerrow	Cr Gilbert	BAU, Priority 2
20 Jun	City Strategy Committee	Traffic Resolutions	Including deferred TR 16-19 Cecil Road from 18 April 2019	Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
20 Jun	City Strategy Committee	Planning for Growth results	Results from engagement	Kate Pascall	D Chick	Mayor/Deputy Mayor	Triennium Plan, Priority 1
20 Jun	City Strategy Committee	Te Atakura First to Zero	Approval to adopt	Tom Pettit	D Chick	Cr Lee	
20 Jun	City Strategy Committee	City Housing Update	Update for Councillors on City Housing Operational Policy	Michelle Riwai	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
20 Jun	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Prebashni Naidoo	H Evans	Cr Pannett	BAU, Priority 2
20 Jun	City Strategy Committee	Wellington Water Governance Arrangements	Proposed change to governance arrangements	Derek Baxter	D Chick	Cr Pannett	BAU, Priority 2
20 Jun	City Strategy Committee	Report from the Council-Controlled Organisations Subcommittee		Prebashni Naidoo	H Evans	Cr Woolf	
20 Jun	City Strategy Committee	Report from the Finance, Audit and Risk Management Subcommittee	This item is public excluded	Manjori Sanyal	H Evans	Cr Foster	
20 Jun	Councillors workshop	Alex Moore Sport and Community Hub Project Update		Nia Afoa/Sarah Murray	B McKerrow		
25 Jun	Councillors workshop	Let's Get Wellington Moving		D Chick			
26 Jun	Long Term Plan Committee	Arlington Redevelopment	Recommendation to Council following consultation	John McDonald	D Chick	Cr Dawson	
26 Jun	Council	WRFU Lease on Town Belt - RLP	Approval for lease	Kristine Ford	B McKerrow	Cr Gilbert	BAU, Priority 1
26 Jun	Council	Adoption of 2017/18 Annual Plan	Council to adopt the 2017/2018 Annual Plan	Lloyd Jowsey / Baz Kaufman	A Matthews/ H Evans	Mayor	BAU, Priority 1
26 Jun	Council	Let's Get Wellington Moving		Gunther Wild	D Chick		
26 Jun	Council	Report from the City Strategy Committee	Alcohol Control Bylaw / Public Health (Public Pools) Bylaw / Remove an Encumbrance at Dixon Street	Dominic Tay			

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
26 Jun	Council	Report from the City Strategy Committee	This item is public excluded	Bec Ramsay	B McKerrow	Cr Gilbert	Triennium Plan, Priority 1
26 Jun	Council	Report from the Regulatory Processes Committee	Road stopping - Greenview Way, Miramar	Dominic Tay		Cr Sparrow	
26 Jun	Council	Report from the Long-Term and Annual Plan Committee (late item - placeholder required)	Final decision following consultation	John McDonald	D Chick	Cr Dawson	
27 Jun	Grants Subcommittee			Mark Farrar	B McKerrow	Cr Free	
27 Jun	Councillors workshop	CEO PRC - CEO Appointment Process			Nicola Brown	Deputy Mayor Day	

**2019 - Third Quarter (Sep) No meetings in July; Election in October**

6 Aug	Councillors workshop						
6 Aug	Councillors workshop						
8 Aug	City Strategy Committee	Naming Policy	Final approval of policy	Geoff Lawson	H Evans		BAU, Priority 2
8 Aug	City Strategy Committee	Renewal of licence for Glover Park	Renewal of Licence over Part of Glover Park for 'Rogue and Vagabond' – Pursuant to the reserves Act 1977	Helen Smith	K McKerrow	Cr Gilbert	
8 Aug	City Strategy Committee	Alcohol Fees Bylaw	Presents recommendations to the Council based on oral hearings	Jim Lewis	H Evans	Cr Dawson	BAU, Priority 2
8 Aug	City Strategy Committee	Alcohol Management Strategy Review	Background and Issues paper	Geoff Lawson	H Evans	Cr Fitzsimons / Cr Dawson	BAU, Priority 2
8 Aug	City Strategy Committee	Accessibility Wellington Action Plan		Geoff Lawson	H Evans		
8 Aug	City Strategy Committee	Review of Advisory and Reference Groups	Update on review of Advisory and Reference Groups to update and improve consistency	Carolyn Dick	H Evans	Deputy Mayor / Cr Calvert	BAU, Priority 2
8 Aug	OGBMPHS Subcommittee	Recommendaitons to CSC					



Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
13 Aug	Councillors workshop	Wellington Water - Long Term Planning					
13 Aug	Councillors workshop						
14 Aug	Regulatory Processes	Community and Recreation Leases on Reserve	Wellington Marine Conservation Trust - Island Bay Foreshore; New Licence for Community Gardens at Carrara Park	Kristine Ford/ Sarah Murray	B McKerrow	Cr Gilbert	BAU, Priority 2
15 Aug	City Strategy Committee	Stormwater easement over reserve land at Miramar Park		Kate Brown/Bec Ramsay	B McKerrow	Cr Gilbert	
15 Aug	City Strategy Committee	Licence for bus shelter on reserve land at Otari Wiltons Bush		Kate Brown/Bec Ramsay	B McKerrow	Cr Gilbert	
15 Aug	City Strategy Committee	Consolidated Bylaw Pt 1 Review	Statutory Requirement to review part 1	Geoff Lawson	H Evans	Cr Day	Statutory Requirement,
15 Aug	City Strategy Committee	Wrights Hill DoC Land	Proposal for WCC to control and manage this land on behalf of DoC	Joel De Boer	B McKerrow	Cr Gilbert	BAU, Priority 2
15 Aug	City Strategy Committee	Traffic Resolutions	Bus stop changes	Wendy Ferguson	D Chick	Cr Calvi-Freeman	BAU, Priority 2
15 Aug	Councillors workshop	Standing Orders Review		Prebashni Naidoo	H Evans	Deputy Mayor	
15 Aug	Councillors workshop						
21 Aug	CEO PRC						
22 Aug	City Strategy Committee	Regional Waste Management and Minimisation Plan	Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc.	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1
22 Aug	City Strategy Committee	Outer Green Belt Management Plan	Approval to adopt	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2
22 Aug	City Strategy Committee	Social Framework - Child Friendly and Positive Ageing	These strategies are being reviewed and aligned. This was added by Councillors amendment at the CSC meeting 7 Dec 2017	Geoff Lawson	H Evans	Deputy Mayor/Cr Dawson	Triennium Plan, Priority 1
22 Aug	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Prebashni Naidoo	H Evans	Cr Pannett	BAU, Priority 2
22 Aug	Councillors workshop						
22 Aug	Councillors workshop						
28 Aug	Council						
3 Sep	FARMS Workshop	FARM Annual Report Workshop (Planning and Reporting)		Lloyd Jowsey	H Evans	Cr Foster	
4 Sep	Grants Subcommittee						
4 Sep	City Strategy Committee	Evans Bay Parade Cycleway	Parking amendments	Danie Cairncross			
5 Sep	City Strategy Committee	Remuneration Authority Report	Reporting to the Authority on governance pool remuneration and related issues	Democracy Services	H Evans	Deputy Mayor	BAU, Priority 2

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
5 Sep	Councillors workshop	Wellington Water - Sustainable Water Supply					
5 Sep	Councillors workshop						
10 Sep	FARMS Workshop	FARM Annual Report Workshop (Financials)		Richard Marshall	A Matthews	Cr Foster	
12 Sep	City Strategy Committee	Cemeteries Plan Review	Scoping paper - approve for review	Bec Ramsay	B McKerrow	Cr Dawson / Cr Gilbert	BAU, Priority 2
12 Sep	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
12 Sep	City Strategy Committee	Speed limits in suburban areas	30km speed limits in Karori and Marsden Village	Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
17 Sep	Finance, Audit and Risk Management Subcommittee	Safety Security and Wellbeing Report	This item is public excluded	Paku Edwards	N Brown	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee	Council Debtor Report	This item is public excluded	Richard Marshall	A Matthews	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee	Insurance Reserve Fund Performance	This item is public excluded	Paul Johnson	A Matthews	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee	Draft 2018/19 Annual Report	This item is public excluded	Richard Marshall/ Lloyd Jowsey/ Bronwen Green	A Matthews/ H Evans	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee	Te Aho Marutau   Internal Audit Report for the year ended 30 June 2019	This item is public excluded	Phylliss Lee	H Evans	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee		This item is public excluded	Phylliss Lee	H Evans	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee	Risk Management and Strategic Risks Update	This item is public excluded	Duncan Stuart	H Evans	Cr Foster	
17 Sep	Finance, Audit and Risk Management Subcommittee	Project Governance Update	This item is public excluded	Hayley Evans	H Evans	Cr Foster	
18 Sep	CEO PRC						
18 Sep	Regulatory Processes						

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
25 Sep	City Strategy Committee	Annual Report		Bronwen Green	Andy Matthews / H Evans	Cr Foster	Statutory Requirement, Priority 3
25 Sep	Council	Adopt Annual Report		Bronwen Green	Andy Matthews / H	Cr Foster	Statutory Requirement,

<b>TO BE SCHEDULED</b>
------------------------

Q3 2019	City Strategy Committee	Wastewater easement over reserve land: Raroa Reserve, Tawa	Seeking to obtain Committee approval for a wastewater easement through land held under the Reserves Act 1977 at the reserve adjacent to Raroa Terrace, Tawa (Raroa Reserve).	Bec Ramsay	B McKerrow	Cr Gilberd	BAU, Priority 2
Q3 2019	City Strategy Committee	Licence to occupy over reserve land: Otari Wilton Bush, Wilton	Seeking to obtain Committee approval for a Licence to Occupy over land held under the Reserves Act 1977 at Otari Wilton Bush, Wilton.	Bec Ramsay	B McKerrow	Cr Gilberd	BAU, Priority 2
Q3 2019	City Strategy Committee	Review of Standing Orders and incorporating tikanga into Council meetings		Penny Langley	H Evans	Deputy Mayor	BAU, Priority 2
Q3 2019	City Strategy Committee	Housing Strategy Update	This report will provide the City Strategy Committee with an update on the Wellington City Council Housing Strategy (the Housing Strategy) and the Housing Action Plan (the Action Plan).	John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
Q3 2019	City Strategy Committee	Strategic Housing Investment Plan Update (Business Case)	This item is public excluded	John McDonald	D Chick	Cr Dawson	
Q3 2019	City Strategy Committee	Civic Precinct Redevelopment	Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall, and next steps for Jack Iott Green.	Ian Pike/ P Brennan	K Lavery	Mayor	Triennium Plan, Priority 1
<i>Scheduling dependent on external factors</i>	City Strategy Committee	Urban Development Agency options		Ian Pike / Anna Harley	D Chick	Cr Foster	Triennium Plan, Priority 1
<i>Scheduling dependent on external factors</i>	City Strategy Committee	Let's Get Welly Moving	Recommend report go to Council for adoption	Anna Harley	D Chick	Mayor / Cr Calvi-Freeman	Triennium Plan, Priority 1
<i>Scheduling dependent on external factors</i>	City Strategy Committee	Speed Limits - CBD and Suburban	Recommendations on changing speed limits in the CBD and around school areas	Paul Barker	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
<i>Scheduling dependent on external factors</i>	City Strategy Committee	Te Whare Okioki (Wet House)	Paper giving an update on progress by lead agencies	Jenny Raines / Phil Becker	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
<i>This will be included into a wider strategy</i>	City Strategy Committee	Newtown Library Hours		Laurinda Thomas	B McKerrow	Cr Fitzsimons	

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
<i>Scheduling dependent on external factors</i>	City Strategy Committee	Review of the Shelly Bay Project			H Evans		BAU, Priority 2
	Council	Waste Issues Paper	Update	Emma Richardson	D Chick	Cr Pannett	
	Council	Let's Get Welly Moving	Adoption of Plan	Anna Harley	D Chick	Mayor / Cr Calvi-Freeman	Triennium Plan, Priority 1

POST ELECTION							
Q1 2020	City Strategy Committee	Wellington Urban Cycling Programme - Newtown	Recommendations for Newtown cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
Q1 2020		City Housing Operational Policy	Social housing policy settings review	Michelle Riwai	B McKerrow		Triennium Plan, Priority 1
Q4 2019		Draft Parking Policy	For consultation	Geoff Lawson	D Chick	Cr Calvi-Freeman	BAU, Priority 2
Q1 2020		Southern Connection Cycleway Development	Projects for Berhampore, Newtown and Mt Cook area	Paul Barker	D Chick	Cr Free	
Q1 2020		Parking Policy	Final paper	Geoff Lawson	D Chick	Cr Calvi-Freeman	BAU, Priority 2
Q2 2020		Wellington Biosolids Disposal	Options for the future disposal of Wellington's biosolids. Options under investigation with Wellington Water, currently consented to 2026	Emily Taylor Hall	D Chick		Triennium Plan, Priority 1
Q1 2020		Climate Change Adaption Project - Makara Beach	Final report	Jacqui Hastie	D Chick		LTP / AP
Q1 2020	Councillors workshop	Remit process	Overview of the remit process	Baz Kaufman	H Evans	Deputy Mayor	BAU, Priority 2
Q1 2020		Footpath Management Policy	Issues paper	Geoff Lawson	H Evans	Cr Free	BAU, Priority 2
Q1 2020		Appointments to CCOs	Appointment to the Wellington Zoo Trust, 4 WREDA appointments	Warwick Hayes/Danny McComb	K Lavery		BAU, Priority 2
Q2 2020		Appointment of Directors and Trustees to Council Controlled Organisations	This is a Public Excluded item	Warwick Hayes/Danny McComb	K Lavery		Statutory Requirement, Priority 3

Legend	
	New or rescheduled paper
	Public Excluded item



[illegible]



---

## 5. Operational

---

### TRAFFIC RESOLUTIONS - PARKING AND FEE CHANGES. CSC 20 JUNE 2019

---

#### Purpose

1. This report recommends amendments to the Wellington City Council Traffic Resolutions as follows.
  - TR90-19 Oriental Parade (Freyberg Pool & Fitness Centre Carpark) – P240 Metered Parking & P240 Mobility Parking
  - TR91-19 Central Wellington Business District - Increase Coupon Parking
  - TR92-19 Cuba Street – P120 Metered Parking
  - TR93-19 Central Wellington Business District (City Fringe) - Increase cost of metered parking
  - TR94-19 Central Wellington Business District – Increase cost of metered parking
  - TR95-19 Residents Parking and Coupon Exemption Zones - Increase cost of Resident and Coupon Exemption parking permits

The aim of the changes in parking restrictions and parking fee increases are to allow a fairer recovery of revenue across parking areas. The proposals are made in to give effect to the parking proposals presented in the Draft Annual Plan 2019/20.

#### Summary

2. Six draft traffic resolutions were advertised on 16 April 2019. All feedback received during the Consultation period has been included in Attachment 1. A summary of submissions and officers' responses have been included in the Traffic Resolution reports attached.

#### Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note the feedback from submitters following the public notification of the proposed scheme in the Dominion Post on 16 April 2019 (refer Attachment 1).
3. Approve the attached amendments to the Traffic Resolutions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
4. Note that the result of the Proposed Traffic Resolutions will enable the implementation of the parking fee increases within the Draft Annual Plan 2019/20.

## Background/Discussion

3. The Council adopted a Parking Policy in September 2007 which provides a direction for how the Council can manage the limited resource of on-street parking in order to achieve the best outcomes for the city. Parking is seen as a key resource to support a range of Councils strategic outcomes such as economic development, urban development, transport, environmental, social recreation and cultural wellbeing.
4. The Council experiences ongoing pressure to manage on-street parking in smarter and more effective ways in order to make more efficient use of limited road space. It is considered fundamentally important that the City has sufficient customer parking to maintain a healthy retail and commercial sector in the central city.
5. The Parking Policy is currently being reviewed as part of the development of a wider Transport Strategy. This will explore how parking features in road space allocation and how it is prioritised for all users. Varying pricing models will be used to link to these outcomes and broader goals and strategies such as the Wellington City District Plan, Wellington Urban Growth Plan and Let's Get Welly Moving.
6. Council's Revenue and Financing Policy guides our decisions on how to fund services. Under the policy, we take into account who benefits from a service (individuals, parts of the community, or the community as a whole) to help us determine how the service should be funded. The policy sets targets for each Council activity, determining what proportion should be funded from each of user charges, general rates, targeted rates and other sources of income. In line with that policy, in the Draft Annual Plan 2019/20 the parking fee increases are to reduce the burden on general rates.
7. Revenue, through enforcement and meter charges, part funds transport infrastructure costs, for example the cost of providing the city parking amenities, road resurfacing, signs and markings, thereby reducing the rate funding requirement for transport projects.
8. The direct beneficiaries of the Council's parking services are those people who use car parks. These benefits are private and exclusive to the user.
9. Through the Annual Plan process Council agreed to consult on the options outlined in this paper. To allow the Council to implement these options as set out in the draft Annual Plan a separate traffic resolution is legally required. Therefore this traffic resolution process is being proposed in conjunction with the Draft Annual Plan 2019/20 to enable implementation of the proposals if approved.
10. We provide parking to facilitate convenient access to the city by vehicle for residents, local businesses and customers. A growing population and subsequent competing demands on the city's street space (new cycleways, pedestrian-focused developments, priority bus lanes and construction sites) mean parking spots in the city are at a premium while demand and the costs of maintaining the service continue to increase.
11. We need to make the best use of our limited street space and want to encourage more people to walk, cycle or ride public transport, instead of using private vehicle transport and parking.
12. Additionally, the Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the Draft Annual Plan 2019/20 to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.
13. To comply with the Wellington City Council Consolidated Bylaw 2008, the proposed traffic resolutions required to legally implement the proposed fee increase, were



publicly notified in the Dominion Post on 16 April 2019, and placed on Council's website, with the public invited to provide any comments in writing.

### **Summary of Feedback**

14. A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city. A number of submitters also commented on their ability to pay increased parking charges, when they are already struggling with a number of other increased living costs.
15. Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

### **Pricing Analysis**

16. Pricing for parking meters is set by Council; pricing for enforcement fines is set by the Crown. Pricing is an effective tool in maintaining the level of availability of all on-street spaces. As prices in high demand areas increase, customers will limit their stay; are more likely to use other modes of transport or seek parking spaces in lower cost locations.
17. In proposing changes to fees officers have considered a number of factors.
18. The cost of maintaining our roading network increases each year. This has resulted in an increase in the cost to the ratepayer to maintain our roading network and a reduction in the share parking users contribute.
19. Increasingly, car parks are being permanently removed to allow for the provision of walkways, cycle ways and priority bus lanes, which make it easier to travel around the city, and contribute to our goal of making the city more accessible. While the number of available parking spaces is reducing, demand for parking and the costs of maintaining the service continues to increase.
20. The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the Draft Annual Plan 2019/20 to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.

### **Pricing Options**

21. The pricing options considered are detailed as below:

**Option 1:** Continue with parking fees at their current rates;

By continuing to hold parking fees at the current level the Council accepts the cost burden of providing parking services and maintaining the roading network to the ratepayer.

**Option 2:** Council increases the fees for parking in ALL of these areas;

The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking.

- City CBD
- City Fringe
- Resident and Coupon Exemption permits
- Coupon parking (including suburban trade coupons)

**Option 3:** Council increases the fees for parking in SOME of these areas;

The Council accepts the partial cost burden of providing parking services and maintaining the roading network to the ratepayer.

- City CBD
- City Fringe
- Resident and Coupon Exemption permits
- Coupon parking (including suburban trade coupons)

Option 2 reflects the intention of Council when the decision was made to consult on the proposed options discussed in this paper.

## Attachments

Attachment 1.	Table for traffic resolutions	Page 346
Attachment 2.	Submissions	Page 354
Attachment 3.	TR90-19 Oriental Parade	Page 438
Attachment 4.	TR91-19 CBD	Page 446
Attachment 5.	TR92-19 Cuba St	Page 449
Attachment 6.	TR93-19 CBD	Page 458
Attachment 7.	TR94-19 CBD	Page 461
Attachment 8.	TR95-19 CBD	Page 465

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Barbara McKerrow, Chief Operating Officer

---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Recommendations have been publicly advertised.

### **Treaty of Waitangi considerations**

Not applicable.

### **Financial implications**

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

### **Policy and legislative implications**

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes

### **Risks / legal None identified. Climate Change impact and considerations**

None identified.

### **Communications Plan**

Not required.

### **Health and Safety Impact considered**

Not applicable.

<b>a.</b>	<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark), Oriental Bay (TR 90-19) P240 Metered Parking &amp; P240 Mobility Parking</b>		
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 17 metres north of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 44.5 metres. (19 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 16 metres east of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 13.5 metres. (5 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 28.5 metres. (10 angled parking spaces)



			spaces).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the formed sealed section for 5 metres. (2 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, at all other times.	East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, at all other times.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0

			m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 8.3 metres north of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 52.5 metres. (18 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 16 metres east of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 12.5 metres. (5 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly

			direction following the formed kerb for 28.5 metres. (10 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the formed sealed section for 5 metres. (2 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
<b>b.</b>	<b>Cuba Street, Te Aro (TR 92 -19) P120 Metered Parking</b>		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction

			following the kerbline for 8 metres
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 78.5 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 15.5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 38.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 19 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18.5 metres.
	Cuba Street	P90, Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00am, Saturday and Sunday	East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and



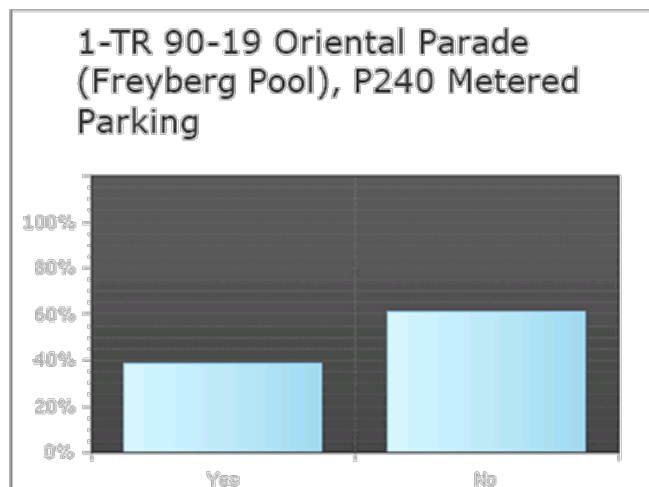
		8:00-6:00pm	extending in a southerly direction following the kerbline for 25.5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 7 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 38.5 metres.
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cuba Street	No Stopping, At All Times	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.
	Cuba Street	No Stopping, At All Times.	West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 7 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cuba Street	No Stopping, At All Times	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.
	Cuba Street	No Stopping, At All Times	East side, commencing 85.5m south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5 metres.
	Cuba Street	No Stopping, At All Times	West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 9 metres.

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 6 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 11 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 80 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5.5 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 38 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am	West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m,

		- 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 24 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 9 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 36 metres.

**Traffic Resolutions – Parking and Fee Changes (TR90-19 to TR96-19)**
**Category Name: 1-TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking**

Decision Sought	Number of submitters who selected this option	%
Yes	109	38.93%
No	171	61.07%


**Submitters for this question**
**No**

**1 - Peter Kelly:** There is no reason to provide free parking here that is better than coupon parking. The proposal is too generous. It should not exceed P120 if it stays free.

**No**

**2 - Bryan Pope:** I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.

There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.

**Yes**

**3 - nathan rose:** I support increasing the cost of parking as we should not be encouraging people to drive. The cbd needs to be less car friendly and onstreet parking should be reprioritised for wider footpaths, cycleways and bus lanes, not storing peoples private vehicles.

**No**



<p><b>5 - Shane Beverley:</b> I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>
<p><b>No</b> <b>8 - Abi Armory:</b> Simply another tax on the poor. We will no longer be able to afford to park at home as we are students and won't be able to afford the resident park renewal. We also rarely park in town due to the current expenses so why you are considering putting up more is shocking. We will have to move out of Wellington if this is the parking proposal, Wellington will become unaffordable for young people and families. Good one!</p>
<p><b>No</b> <b>9 - Bonnie Lee:</b> The cost of living in Wellington is already breaching means. It is a beautiful city and the council needs to take care of its residents. Many people, like myself, have to pay for residents parking as my property does not come with parking.</p>
<p><b>No</b> <b>12 - Ash Wang:</b> Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p><b>No</b> <b>13 - Jakab Chesterman:</b> It's a joke increasing resident parking prices, as someone that flats in central Wellington finding parking is difficult and already painfully expensive. My pay has just gone up for the first time in 4 years thanks to minimum wage going up, now a chunk of that would go towards paying more for parking for my car and less of that extra money can go towards actually enjoying time in town, going to cafes and galleries with my family, it might seem like a small increase but that small amount seriously hurts people already on limited budgets.</p>
<p><b>No</b> <b>19 - Shaun Swan:</b> it's so expensive already for parking and rent that increasing it will be hard to fit into budget that is already so tight.</p>
<p><b>No</b> <b>21 - rachael jones:</b> Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p><b>No</b> <b>22 - Sheridan Irain:</b> there is no need for metered parking around this area</p>
<p><b>No</b> <b>23 - Olivia Mellor:</b> Owning a car to get to and from work and visiting my family out of the cbd is becoming more and more cost prohibitive. I need a car to transport my father who has had a hip replacement and can't use public transport comfortably. I struggle to understand why the council, who is meant to represent the best interests of the people it represents, is continuing to punish people. Even someone visiting the city and paying for hourly car parks would be deterred by the sky high pricing. I understand this is to help pay for the future development of the city but the majority of the people who need resident parking are not the people who should have to pay for it in my opinion.</p>
<p><b>No</b> <b>26 - Dan Squire:</b> Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>

<b>No</b> <b>36 - Steffi Van Lith:</b> Stop making things harder for people in an already tough economy
<b>No</b> <b>37 - Jason Coleman:</b> Why should we be charged for parking and using a council owned facility
<b>No</b> <b>39 - Matt Toole:</b> Honestly, leave it as is. Charges on charges for parking are in this city. And the parking prices are unreasonable and already forcing people to go elsewhere out of Wellington. Do not kill off our central beaches too.
<b>No</b> <b>40 - Carl Howarth:</b> 240 is too long and will encourage people to use the parking as long stay spaces
<p><b>No</b> <b>41 - Grace James:</b></p> <p>I think there is little benefit to the current system for residents, and it's questionable if there is any benefit for the city itself or the health region. There's no point increasing meter and resident parking costs as it will be a huge disadvantage to people who work in the central but live outside of the CBD, it'll be difficult for students, for people with beneficiaries, for tourists, for general population whose anxiety will increase on the daily by thinking of constantly moving their cars every couple of hours so they don't get ticketed. It increases gas pollution, too.</p> <p>The current pay model doesn't make any sense, the city simply isn't big enough to suffer from a major shortage of parking, and the city's downtown could benefit from getting more people into businesses in the area.</p> <p>People are already suffering with petrol prices hence the increase of petrol drive-offs.</p> <p>They're also suffering with the early bird parking and the current meter parking.</p> <p>Getting ticketed is already too common in the CBD</p> <p>There's too many economical disadvantages in the CBD community with commutes, gas/fuel, and rent. I think it's best to revise this option. Please do not do it. It's a huge disadvantage.</p>
<b>No</b> <b>42 - Grace Cantrick:</b> personally, as a student the financial struggle is overwhelming. I rely on having a car as transport to my part time job. Without my job I would have to fully rely on my student loan to cover all my expenses. Paying for residents parking I believe is already steep as we already have to pay a steep rent to live in Wellington. I do not believe this increase will benefit many people
<b>No</b> <b>50 - Abby Malcolmson:</b> The cost of living is high enough
<b>No</b> <b>51 - Sian Parry:</b> stop increasing parking prices, nobody wants to be in the city anymore
<b>No</b> <b>53 - Brooke Stoddard:</b> Raising the price by such an amount is unfair considering the amount of students who need to pay for parking who are already struggling, like myself.
<b>No</b> <b>54 - Jarrod Bidois:</b> parking is too expensive already
<b>No</b> <b>60 - Eduardo Gutierrez:</b> There is not enough parking space to make sense of this increase, residents shouldn't have to pay more and still not have enough parking space available for them.

<b>No</b> <b>66 - Angus Lindsay:</b> Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
<b>No</b> <b>70 - Sophie Greaney:</b> Why make it more expensive for people to enjoy a nice day
<b>Yes</b> <b>71 - Victor Chang:</b> Sounds reasonable
<b>No</b> <b>73 - Charlotte Daniels:</b> I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.
<b>No</b> <b>74 - Guest O'Connor:</b> should be free. It's out of the city centre
<b>No</b> <b>75 - Jolon Behrent:</b> Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.
<b>No</b> <b>84 - Milind Gandhi:</b> it's really large amount to go out
<b>Yes</b> <b>87 - Connor Wallis:</b> Not relevant to me
<b>Yes</b> <b>93 - Nicola Stout:</b> Even though the pool is a public pool the gym is not a public gym. Places like this are "luxury" entertainment or other activities. If you're going to park there you should have to pay for parking as well.
<b>No</b> <b>105 - Jess Malcolm:</b> wanting people to pay \$3.50 to \$4.50 an hour for parking is absolutely ridiculous. As well as it is ridiculous to expect more from resident parking. There is very limited off street parking in Wellington and by upping the price just to get more money it puts the poor lower then where they already are. This is so stupid, do not go through with it.
<b>No</b> <b>108 - Daniel Marshall:</b> I believe that an increase in cost of street parking harms the less fortunate as more affluent people have off street parking anyway
<b>Yes</b> <b>109 - Kurt Sharpe:</b> I support this proposal with an exception for people with disabled parking authority.
<b>No</b> <b>112 - Guest Gray:</b> parking is expensive already. please find better ways to pay for councilor's mis-spending.
<b>No</b> <b>116 - Joanne Purcell:</b> The bus service needs to be fixed so that buses are reliable before the cost of parking is increased.
<b>No</b> <b>118 - Jack McPherson:</b> Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.
<b>No</b> <b>119 - Rhondda Labone:</b> The parking costs are quite substantial now and more will keep future people away

from the city centre, many are going to Queengate and Porirua now for free parking and not having to fight those stupid parking machines.
<p><b>No</b> <b>122 - Scott Priddle:</b> with parking being paid 7 days a week it's hard for families to take advantage of the weekend peak hours to use these facilities, as there are so few free parks left and the cost of parking is so high</p>
<p><b>No</b> <b>124 - Craig Sefton:</b> stop being so ridiculous. Are you putting more parking in? No. You actually just removed a whole lot. Charging more for less parking. You should all be ashamed, and looking for new jobs. You are supposed to work for the people of Wellington, not constantly fuck them over, don't forget that.</p>
<p><b>Yes</b> <b>127 - Dan Lord:</b> Yup, looks good</p>
<p><b>No</b> <b>129 - Jakob Coker:</b> Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p><b>No</b> <b>130 - Courtney Hutchinson:</b> I think it's ridiculous to charge us residents even more, please have some morals WCC</p>
<p><b>No</b> <b>136 - Grace Harcourt:</b> Please stop. The fares are outrageous enough already.</p>
<p><b>Yes</b> <b>137 - Ashton Abou-Antoun:</b> 2 Hours is the maximum amount of time most people would need to spend at the gym or swimming pool.</p>
<p><b>No</b> <b>138 - Samantha O'Hara:</b> Parking is already incredibly expensive!!!</p>
<p><b>Yes</b> <b>141 - Katherine Mitchell:</b> Who is spending over two hours at the gym?</p>
<p><b>No</b> <b>155 - Phoebe Archibald:</b> Wellington's parking is already very high in price and making it higher again will make the city in assessable for people who cannot pay high fees</p>
<p><b>No</b> <b>163 - Guest Rogers:</b> Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p><b>No</b> <b>171 - Matthew Dean:</b> <b>Situation:</b> As well as serving the swimming pool and gym, the Freyberg carpark also serves Freyberg Beach and the adjacent piers. Freyberg Beach is the only central sand beach/picnic area/playground that has reasonable parking to a mobility impaired access.</p> <p><b>Problem being created:</b> Allowing P240 will effectively mean first in best served for evening access. (e.g. if arriving after 2pm or 4pm Friday, parking will be extended until after the limit of beach use utility). This beach appears busiest in the late afternoon/early evening, and on many evenings the carpark is full, or close to full,</p>



<p>during this period. Many beach users are not competing with the discouraged commuter use that this change seeks to address.</p> <p>I believe that by extending the parking time limit, beach user access will be restricted. Particularly this will affect users of the above facilities coming after work, school or preschool.</p> <p>This effect has not been identified in the consultation.</p> <p><b>Partial support:</b> I support removing any unfair situations, including where commuters can park all day without paying fairly.</p> <p><b>Possible solutions:</b></p> <ol style="list-style-type: none"> <li>1. Retain P120 either in whole or part e.g. the beach front spaces, and/or;</li> <li>2. Increase the number of mobility parks.</li> </ol>
<p><b>No</b> <b>174 - Calib Pomana-Wesley:</b> This is just revenue collecting. Weekend parking has been added and enforced harshly.</p>
<p><b>No</b> <b>175 - Jasper Healey:</b> Cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election</p>
<p><b>No</b> <b>183 - Lorraine Loveridge:</b> Are the council trying to encourage people to not come into the city. Since the bus service is screwed from Karori these days we never use it and with the amount of car parks most in the City plus increase of parking charges it really does not encourage me to come to the city. I used to spend a lot of time and money in the city but tend to avoid the place these days.</p>
<p><b>No</b> <b>185 - Jevon Wright:</b> I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p><b>No</b> <b>187 - Tai Weyde:</b> I don't support the increased cost of parking. It's rough enough as it is with crazy parking prices</p>
<p><b>No</b> <b>190 - Guest Osborne:</b> It is unreasonable to put up the prices, it is already high enough as it is. Please actually think about what you are doing, not everyone earns as much money as you do</p>
<p><b>No</b> <b>195 - Blair Richardson:</b> How about you cut pointless spending and wasting public funds before you increase parking. This is on top of the increase to rates and is making Wellington too expensive to live in.</p>
<p><b>No</b> <b>199 - Guest Randall:</b> metered? if it was a free public pool sure but pay for parking and pay for the pool. come up with an actual solution.</p>
<p><b>No</b> <b>200 - Flynn Everingham:</b> It's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket</p>

prices should be decreased
<b>Yes</b> <b>201 - Jeff Soukotta:</b> Makes sense - allows for higher turnover hopefully.
<b>No</b> <b>203 - Guest Last:</b> 2hrs free should be available to all users not just Freyberg pool/ gym before any charges apply. This is a council run facility and should not get special rights.
<b>Yes</b> <b>207 - Julia Stevens:</b> This is the only proposal that seems logical and has fair reasoning.
<b>Yes</b> <b>214 - Flavia Figueiredo Machado:</b> there is no free parking someone is always paying for that
<b>Yes</b> <b>231 - Ross Wakefield:</b> This proposal should help increase turnover of carparks and prevent it being used as all day parking by Gym/Pool members.
<b>No</b> <b>235 - Vanessa Harrold:</b> All parking around Freyberg Pool should be metered so then it is fair to everyone looking for parks.
<b>Yes</b> <b>238 - Patrick Morgan:</b> This will assist with turnover of parks and make them available to more people.
<b>No</b> <b>245 - Natasha Wall:</b> This area should remain free parking.
<b>No</b> <b>247 - Stephen Carey:</b> another stealth tax enough is enough
<b>Yes</b> <b>254 - Guest Cook:</b> I think it's a bit silly to remove car parking spots in a place that gets absolutely packed in the summer. But I'm not overly opinionated on this one.
<b>Yes</b> <b>264 - Guest Chan:</b> 2 hours ample time
<b>Yes</b> <b>268 - Magenta Mudgway:</b> However I feel that 2 hours free parking is unfair and 3 hours (4 max) should be afforded to encourage those who are wanting to spend a long time at the gym and then pool.
<b>Yes</b> <b>269 - Archibald MacLean:</b> I agree with this proposal.
<b>Yes</b> <b>275 - Eleanor Laban:</b> Yes, I agree with this, although I think there are unintended consequences with any parking time limit which lead directly to more congestion and emissions as people have to needlessly shuffle between parking spots every two hours. There are circumstances where people need or want to be in vicinity for longer than 240 minutes and you will need to make allowances for this reality.  Also, Club Active members have entered an agreement for benefits including car parking under the current conditions. It's not clear how they will be compensated for having benefits reduced.
<b>Yes</b> <b>283 - Grant Buchan:</b> I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is

covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.
<b>No</b> <b>287 - Ida Korner:</b> parking in town should not be increased. The rates are already high
<b>Yes</b> <b>297 - Zoe Mack:</b> Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.  I wonder if these can be hypothecated back into a public transport/ bike lane scheme?
<b>Yes</b> <b>298 - Patrick Wilkes:</b> It seems reasonable to limit parking in this high demand area.
<b>No</b> <b>304 - Alistair Stewart:</b> Reduced time limit does not allow for the lived experience of people with disabilities. Car/chair transfers and self care and bathing/dressing can all take long beyond the time it would take 'able bodied' people to perform a visit to pool, exercise or recreation activities.
<b>No</b> <b>306 - Eamon Lyons:</b> I am submitting against the proposal to raise parking pricing.  The Council has already negatively affected out business and those of hundreds of also business owners in the CBD by removing free parking at weekends. This has driven our customers away from the CBD on Saturdays. The original intent to make parking free was to bring people into the CBD at weekends. What remove it?  Now with this proposal, the intent is less gas emissions and too increase revenue  1. The bus service needs at least another year before process go up. The current bus service is abysmal.  This includes council owned infrastructure which supports the bus services. By that I mean new bus shelters (Kilbirnie, Onepu road) which consistently leak when it's raining.  2. It again will drive people away from CBD businesses. This council should be working to promote business and this price increase has the opposite effect.  3. Young families whose parents bring kids to school will be adversely affected by the new increase.
<b>Yes</b> <b>309 - Ben Zwartz:</b> Drastic changes are needed everywhere to actively discourage car travel, and level the playing field for other road users, especially on the busy and popular waterfront
<b>Yes</b> <b>320 - Benjamin Johnson:</b> I am not affected by these changes, but I think it sounds like a reasonable proposition.
<b>No</b> <b>337 - Nick Vause:</b> Why are you proposing increasing the cost of parking for people who travel from outer suburbs and nearby, when the alternative of public transport is experiencing a continued deterioration in service?  Currently, if I travel from Porirua, it takes less than 30 minutes by automobile. If I use public transport, it takes me well over an hour to get anywhere within the city, due to the disconnected mess that is public transport

<p>service on the weekend, where trains and buses run infrequently, or buses fail to make their connection.</p> <p>Sort the public transport situation out before you start collecting more money, and stop giving us the excuse that "It's GWRC's problem".</p>
<p><b>No</b>  <b>340 - Sue Varney:</b> It is already difficult to find a space here when wanting to spend an hour at the pool. I strongly do not support this.</p>
<p><b>Yes</b>  <b>345 - Tristan Campbell:</b> Totally fair and reasonable. Means more car park turnover so more opportunity for more people to park</p>
<p><b>Yes</b>  <b>348 - Kelvin Payne:</b> It would be in line with the user pays parking within Wellington CBD to put a time limit onto the parking.</p>
<p><b>Yes</b>  <b>354 - Katharine Amos:</b> This will be fairer for everyone wishing to park on Oriental Parade</p>
<p><b>Yes</b>  <b>358 - John Milford:</b> By way of comment, the Chamber shares the concern that is set out in the introductory overview text, that "increasingly, parks are being permanently removed to allow for the provision of walkways, cycleways and priority bus lanes," but do not share the view that follows this statement, that this "make[s] it easier to travel around the city, and contribute to our goal of making the city more accessible." The Chamber finds that this is not only odd given the city's current transport infrastructure challenges but highlights a broader concern of the Chamber and its members. Parking in the CBD has been an issue for some time, the lack of availability has only been compounded with the loss of major car parking buildings due to the earthquakes. Chamber members regularly voice their concern to us through our quarterly business confidence surveys, feedback such as "the significant loss of parking facilities, is making the city a very unfriendly place to meet in."</p> <p>Regular meetings held with Council, of CBD retailers and hospitality representatives, regularly canvas this as a growing unresolved issue and a turn-off for customer attraction. The Mayor's own Wellington Summit report lists "transport and parking as a challenge."</p> <p>In short, the Chamber will repeat our previously stated position, we will not support the removal of any more carparks until the Council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage. To this end we believe that the Council needs to urgently undertake a stocktake of car parking and put in place a CBD-wide strategy with urgency. Given the parking technology Council has in place we believe Council is in a strong position to undertake this review with smart data modelling and solutions.</p> <p>We would also like to understand the other comment made in the introductory text, that "While the number of available parking spaces is reducing, demand for parking and the costs of maintaining the service continues to increase." Given the information provided in the supporting documentation is fairly limited, we would like to better understand what is driving these costs, what these costs are, and how the increased pricing models proposed will go in some way to cover this expenditure. We would hope that such data has been considered as part of these policy changes</p> <p>To consider how often the car parks are used and the general demand there is for parking in the affected zones, and how these changes and increases will impact this. Again, we strongly urge Council to come around to the view that a broader parking review is required, if not overdue. We support the Council's position, that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Chamber would point out that goods and services of a largely private good nature (such as public carparks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the</p>



definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems). The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and nonrivalry characteristics of public goods. Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will overconsume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces. In summary, the Chamber supports the Council's proposal through the draft 2019/20 Annual Plan to increase a range of on-street parking charges, and supports the view that this will better reflect the overall costs and better manage parking demand across the city.

<b>Category Name: 2-TR 91-19 CBD, Increase Coupon Parking</b>		
Total number of points: 311		
Decision Sought	Number of submitters who selected this option	%
Yes	62	20.00%
No	248	80.00%

**2-TR 91-19 CBD, Increase Coupon Parking**

Decision	Percentage
Yes	20.00%
No	80.00%

<b>Submitters for this question</b>		
<b>Yes</b> <b>1 - Peter Kelly:</b> This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.		
<b>No</b> <b>2 - Bryan Pope:</b> I completely disagree.  This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.  There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.		
<b>No</b> <b>5 - Shane Beverley:</b> I don't think that the council should be putting up the cost of parking at all. It should be		

coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!
<p><b>No</b></p> <p><b>6 - David Moon:</b> The price increase does not reflect the possible cost to deliver services for on street parking. A gradual increase over a number of years is both more reflect of cost increases over a period of time, and better accepted by the public. What this reflects is an increase in pricing to cover other areas of the Council which may not be efficiently run.</p>
<p><b>No</b></p> <p><b>10 - Reuben Marra:</b> Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.</p>
<p><b>No</b></p> <p><b>11 - Kathryn Palmer:</b> hell no this is already a scam for the council take money from those who need their own transport</p>
<p><b>No</b></p> <p><b>12 - Ash Wang:</b> Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p><b>No</b></p> <p><b>13 - Jakab Chesterman:</b> Expensive enough already, you just removed weekend free parking how greedy are you guys?</p>
<p><b>No</b></p> <p><b>16 - Kirsten Sharma:</b> Having recently has my residents parking taking away I have been left stranded. I have a lot of health issues and struggle to get anywhere without my car. I have withdrawn from my study at the University this year however I know that Hopper Street has many students residing there and have cars. It will be unfair and unjust for them to have an increase in their costs especially that the amount people can receive with a student allowance or loan is barely enough to combat the rising costs of rent and more expensive standard of living,. Please consider the families who cannot afford to pay petrol and cannot afford to put food on the table because of their increasing fees and costs</p>
<p><b>No</b></p> <p><b>19 - Shaun Swan:</b> Too expensive as is.</p>
<p><b>No</b></p> <p><b>21 - rachael jones:</b> Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p><b>No</b></p> <p><b>22 - Sheridan Irain:</b> It is already super expensive as it is and increasing it even more for no beneficial reason to the public really sucks</p>
<p><b>No</b></p> <p><b>25 - Izzy Vekony:</b> I currently pay \$129 a year to park outside myself, but you know what? Half the time I don't even get a park because the street is so packed. Paying \$129 a year to not get a guaranteed park outside my house is already ridiculous, to increase it to \$190 is just greedy. Our flat is \$750 a week, for 3</p>

<p>bedrooms, two of us pay for parking. We are students and are already scraping to get by. Increasing the parking is just going to make it worse. The government say they're trying to help students, but really you're all just making it worse as you're not co working with one another. Raising it to \$190 won't only put strain on students, but also families living in the area. You've already made new rules around weekend parking and do now do this is just selfish and greedy. THINK ABOUT YOUR COMMUNITY!</p>
<p><b>No</b>  <b>26 - Dan Squire:</b> Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p><b>No</b>  <b>28 - Ashley Riddell:</b> Coupon parking is so spirattic as there's no guarantee that a park will be available although I have paid for a space</p>
<p><b>No</b>  <b>30 - Keegan Connor:</b> It is costing people enough already to live day to day with increased rent and fuel prices therefore making it harder for people who require cars for transport to get to work, school etc to afford to both fuel up their cars and park them. It makes no sense to raise the price of parking in my opinion so this proposal should be disregarded indefinitely.</p>
<p><b>No</b>  <b>35 - E Solomon:</b> A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p><b>No</b>  <b>36 - Steffi Van Lith:</b> No, people require parking for whatever personal reasons. Increasing parking costs increases financial strain</p>
<p><b>No</b>  <b>37 - Jason Coleman:</b> Rent is already massively expensive especially in the CBD, you are just increasing poverty amounts. Its will be incredibly difficult for students to be able to even live a normal life when they will be living on less than paycheck to paycheck</p>
<p><b>No</b>  <b>39 - Matt Toole:</b> as advised before. You are taxing those who cannot park in residential but still need on street parking. Prices are already at a premium.</p>
<p><b>Yes</b>  <b>40 - Carl Howarth:</b> Increase needs to reflect the real, social and environmental costs of owning and parking a car on road in a city, and send a price signal to minimise car ownership. I would recommend an increasing cost for every additional coupon at the same address. Melbourne is an example of where this is used. This encourages shared car use.</p>
<p><b>No</b>  <b>42 - Grace Cantrick:</b> I think this is a poor idea and again is just taxing the poor who can't afford a garage</p>
<p><b>No</b>  <b>43 - E James:</b> For most, living in Wellington is already expensive due to rent prices. Having to pay to park your car outside your house is already expensive compared to other cities. It's just not affordable for those on lower incomes like me. It would eat into my personal money for things like medical bills and healthy foods.</p>
<p><b>No</b>  <b>47 - Georgina Kelly:</b> It's hard enough for people to find a park for work or close to where they live as it is. And people are paying heaps for rent so it's always an extra expense.</p>



<b>No</b> <b>51 - Sian Parry:</b> stop increasing parking prices, nobody wants to be in the city anymore
<b>Yes</b> <b>52 - Joseph Shannon:</b> While I agree with the proposal, the costs remain vastly too low. \$200/year to purchase a right to use so much public space is far too little.  Nevertheless, the daily charge increase (which is much more impactful) may prompt some users to park just outside of the coupon zone. This is inevitable as the zone has to stop somewhere. I do, however, have a concern about Carlton Gore Road. Parking on CGR during the week, in particular the lower section, is almost entirely used by those parking for the day but wishing to avoid paying for coupon parking. This is a tight road used significantly by cyclists. I would encourage the council to consider removing parking from this road, or alternatively, including it in the coupon zone.
<b>No</b> <b>54 - Jarrod Bidois:</b> Parking is too expensive already
<b>No</b> <b>56 - Auroara Dale:</b> As if it's not already expensive enough. Half of us are students who can hardly afford to live!
<b>No</b> <b>57 - Charlotte Christiansen:</b> This increase will directly affect me as a yearly coupon holder. As a student, this cost will exceed my budget and will force me to consider not having a car. This would directly affect my life and my housemates lives as we would not have a mode of transport anymore.
<b>No</b> <b>62 - Emma King:</b> parking is expensive enough and should not be increased
<b>No</b> <b>63 - Isabella Sutherland:</b> Increases to Coupon Parking charges discourage people from coming into the city and surrounding areas to spend money, especially on the weekends with the introduction of Paid Parking.
<b>No</b> <b>66 - Angus Lindsay:</b> Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
<b>No</b> <b>68 - Kryzana Hanley:</b> The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldn't have to pay more just because their residence doesn't have a driveway/parking.
<b>No</b> <b>71 - Victor Chang:</b> Increasing to \$12 a day would make them roughly the same price as private (e.g. Wilsons, carpark) all day prices - the council supplied option should always be cheaper
<b>No</b> <b>72 - Milla Bertoldi:</b> Wellington City Council is clearly trying to milk as much money out of the residents of Wellington as they can. It's disgusting. You've marketed Wellington as "The coolest little capital" but thanks to WCC it should be "Most expensive little capital where the council hardly cares about anything other than making money". Was getting rid of free weekend parking not enough? Genuinely disgusting behaviour.
<b>No</b> <b>73 - Charlotte Daniels:</b> I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.

<p><b>No</b>  <b>78 - McKenzie Hughes:</b> Just because there are people out there making more of a profit from carparking doesn't mean you have to also charge us more, quite often my job requires me to work 12pm till a minimum of 8pm in the CBD, I drive and park in coupon parking, now I do this because I have to get home to my 2 year old daughter and pick her up from her grandparents otherwise I would have to wait for the 8.35 train home and not get in till well after 9, now if I have to stay later I have to wait for the 9.05 train. I drive and park in coupon parking because it is the only decent priced parking anywhere in Wellington, the proposed changes will begin to mean I have to pay \$60 for one week of parking compared to the price of 42.50 this \$17 is needed especially in this time. I didn't mind the price lift last year of a dollar but this increase is far and beyond darastic please don't put it up by that amount</p>
<p><b>No</b>  <b>79 - Jessa Thompson:</b> I can already only just afford to pay for coupon parking as it is I definitely won't be able to pay the increased rate. I am certain there will be plenty of others who also cannot afford it. As there is no possibility for me to park at my house (we do not have a garage, carport or even a driveway) this is entirely unacceptable for me.</p>
<p><b>No</b>  <b>82 - Sue Stannard:</b> The current cost of coupon parking is already very high. Often when I use coupon parking I have to walk a fair distance or catch a bus (more expense). Under the proposed changes if you needed to park for three hours you might as well park in the CBD for the same amount. If you want to increase the cost for those that park all day you could consider making the first three hours free so as not to overly penalise those that only need to park for a shorter time.</p>
<p><b>No</b>  <b>83 - Holly Mcwhirter:</b> already pay so much. Why put it up? Students are already struggling with rent prices. It's not fair and I just</p>
<p><b>No</b>  <b>84 - Milind Gandhi:</b> large amount is getting increased for residential</p>
<p><b>No</b>  <b>86 - Ellen Cox:</b> I do not agree with this increase well above inflation. I cannot afford private parking and with two children to collect in the evening park and walk/ride from a coupon parking location to juggle work with collecting children. I could see justification for an increase by a dollar per day or up to \$150 a month but the price you are suggesting, especially to park well outside the CBD (Glenmore and Chaytor Street for example) is extortion.</p>
<p><b>No</b>  <b>87 - Connor Wallis:</b> The current rate is already too much. Why should I need to pay to park outside my own house? Lower the cost if anything</p>
<p><b>No</b>  <b>88 - Tamara Wilson:</b> coupon parking costs enough as it is per day. Considering Wellington has two university campus's within Wellington City it is students who are having to fork out \$50+ a week to park because they can't rely on your ridiculous failure of a bus system.</p>
<p><b>No, No</b>  <b>89 - Stacey Parbhu:</b> Although I could support an increase in coupon parking, this increase is exorbitant. Considering it was only recently raised, this proposal is too much. Especially considering the current state of buses in Wellington as well, the public transport options are somewhat limited as well.</p>
<p><b>No, No</b>  <b>89 - Stacey Parbhu:</b> This change makes it prohibitively expensive for apartment dwellers to own a car in the CBD and keep their cars parked in coupon parking zones. Not being able to get out of the city regularly and being stuck in the hustle and bustle without renting a car harms mental health. It would have a huge impact on my life.</p>

<p><b>No</b> <b>91 - Darren Stafford:</b> Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p> <p>Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p>
<p><b>No</b> <b>93 - Nicola Stout:</b> parking in those areas are already sparse and expensive for residents. If you're going to increase Resident parking prices then you need to increase the number of resident parking available in the areas you've highlighted will be impacted. So far there is not enough in Newtown which is a densely populated area.</p>
<p><b>No</b> <b>98 - Janelle Brown:</b> Expensive enough, especially paying university students. There is no real definement on where this extra money is going</p>
<p><b>No</b> <b>101 - Rebecca Lyons:</b> This is unnecessary. I can't see how this increase is justified and wish to see a detailed explanation of how this figure was arrived at and what the extra cost will be used for.</p>
<p><b>No</b> <b>102 - Mara Kerschbaumer:</b> This increase is insane. Especially for those who are renting, or students who have cars- how do you expect a student or any person living pay check to pay check to front up this extra amount.</p>
<p><b>No</b> <b>113 - Emma de Wit:</b> You have a booming population of young Wellingtonians who are already struggling to afford to live in the city. This is another way to continue this and make Wellington inhospitable for those who need vehicles for mobility.</p>
<p><b>No</b> <b>116 - Joanne Purcell:</b> The bus service is unreliable</p>
<p><b>No</b> <b>118 - Jack McPherson:</b> Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p><b>No</b> <b>122 - Scott Priddle:</b> With the mix of council and private parking so abundant in the CBD, Keeping the council parking lower but having the time limited means that everyone can easily come into the city for a quick errand, and if longer term PARKing is required, the more expensive car park buildings allow this.</p> <p>Increasing the cost of street parking with the already high cost of fuel in Wellington makes car ownership around the CBD feel like a punishment</p>
<p><b>No</b> <b>123 - A Kelly:</b> Residents and visitors are already paying enough to park in the crowded streets of Wellington</p>

<p><b>Yes</b>  <b>127 - Dan Lord:</b> Yeah, looks good, maybe go higher</p>
<p><b>No</b>  <b>128 - Kirsty Rose:</b> Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p><b>No</b>  <b>129 - Jakob Coker:</b> Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p><b>No</b>  <b>130 - Courtney Hutchinson:</b> I think it's ridiculous to charge even more, please have some morals WCC</p>
<p><b>No</b>  <b>132 - Jennifer Prince:</b> Coupon parking should not be increased. A chunk of people who come in and work in town are either on minimum wage or in a medium wage bracket struggling to make ends meet. Some companies offer car parks but even then that is limited to the people in upper management. Paying for parking takes a big chunk away from your pay packet. I myself before I moved into town needed to be at work at 5am where there is no public transport available. My solo parent friends bring their cars in so if there is any issues with their children they can leave straight away. The public transport system isn't cheap, reliable or effective currently. When it's cheaper to stay at home and not go to work because parking is too expensive than that's cultivating a non working culture..... less people in jobs more money being spent on welfare. Getting a job closer to home is a luxury not a given. Even getting a house closer to your work is almost impossible. Leave it as it is the increase last year has already made an impact on people.</p>
<p><b>No</b>  <b>133 - Chelsie Burnett:</b> It is already expensive enough to park in cbd. An increase will make it near impossible for some people.</p>
<p><b>No</b>  <b>138 - Samantha O'Hara:</b> Parking is already incredibly expensive!!!</p>
<p><b>No</b>  <b>141 - Katherine Mitchell:</b> I don't think you should be gaining anymore revenue off of people who live and work in the city. House prices are already high enough, why do you expect people to pay even more to be able to park in front of their house?</p>
<p><b>No</b>  <b>143 - Celeste Derrell:</b> I already pay \$50 a week for parking when I work in cbd. I find that rate ridiculous. This increase is not okay with me nor with other people in the community</p>
<p><b>No</b>  <b>145 - Anna Gilmour:</b> it is already quite expensive for lower income people to afford parking in the city</p>
<p><b>No</b>  <b>148 - Hannah Megennis:</b> There's hardly any coupon parking and it's already expensive and as your bus system is no longer reliable it means people now have to drive in which is already costly</p>
<p><b>No</b>  <b>151 - Courtenay Parkes:</b> it is already extremely expensive</p>
<p><b>No</b>  <b>153 - Cristopher Tika:</b> Rising the coupon parking will cause the rise all other parking building fee. If I own a parking building, and I know the street parking price increase, I would increase my parking fee.</p>
<p><b>No</b>  <b>155 - Phoebe Archibald:</b> Already too expensive</p>



<p><b>No</b> <b>156 - Ariana Abbott:</b> This is already expensive as it is and saw an increase in the last year!! Outrageous. As someone who has to pay residents to park near my house, and then ALSO coupon to park near work this is just ridiculous. The increase isn't even a marginal increase. \$70 more a month out of the blue is not ok!</p>
<p><b>No</b> <b>159 - Gabrielle Watson:</b> Already costly enough plus you actually have to then find a coupon park!</p>
<p><b>No</b> <b>162 - Danielle Forde:</b> I do not agree with this. This increase, along with massive increases in fuel prices and rental prices make wellington a less affordable city.</p>
<p><b>No</b> <b>163 - Guest Rogers:</b> Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p><b>No</b> <b>166 - Zach Yearbury:</b> As a student who regularly drives from coupon parking in the Thorndon area to Kelburn region a coupon parking price rise see my ability to live within my means of income diminished. This will lower my food and rent budget by around \$18 per week. There is no parking apart from this for my building complex and it is often filled with people from outside of town using the parks. If coupon parking is paid for monthly (as I do) there should be no restrictions (an allowance for parking in hourly paid spots for free) while there are no free coupon parking spaces in my area until they are free in the evening. I often find that If I return home early from university I am having to pay upwards of an extra \$5 a day on top of the coupon parking I already pay for. Rather than supplying purely residential parks this should be extended to those living in multi apartment buildings to restrict single person commuter vehicles from taking up space.</p> <p>I understand that bus services run from close to my area of living but the cost of this outweighs coupon parks when they are available. A lot of the places that are provided residence parking have parking provided with their places of residence but are not utilised by them. Overall there should be higher incentives/cheaper public transport options to possibly negate the use of non-local vehicles coming onto the city and taking up spaces required by those who regularly travel across town and away from the city on longer trips (e.g. further north than the wider Wellington region).</p>
<p><b>No</b> <b>169 - Elliot Smith:</b> It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.</p>
<p><b>No</b> <b>175 - Jasper Healey:</b> cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election</p>
<p><b>No</b> <b>185 - Jevon Wright:</b> I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p><b>No</b> <b>186 - Oscar Grant:</b> The only reason I have a car is because I commute to Upper Hutt every morning at 7am. Public transport is terrible and doesn't serve my needs. This is an unfair increase and is not justified as I</p>

will not see any improvements/
<b>No</b> <b>190 - Guest Osborne:</b> is the same as i said before, unreasonable and uncalled for
<b>No</b> <b>191 - Fiona Curtis:</b> Until public transport is improved, owning a car is a necessity for many residents and the fee shouldn't be increased.
<b>No</b> <b>194 - Brooklyn Middleton:</b> It is already expensive enough. I have a car for personal reasons but Monday-Friday I walk or bus to work and I think you'll find most people are similar. I find living in Mount Victoria already really expensive but justify it because of the walking distance giving me extra flexibility to walk into town and I save on bus fares. If the price goes up, the cost of living in these areas does too and will push people to outer suburbs.
<b>No</b> <b>199 - Guest Randall:</b> there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
<b>No</b> <b>200 - Flynn Everingham:</b> it's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
<b>No</b> <b>201 - Jeff Soukotta:</b> Price was already increased from \$7.50 to \$8.50 last year, and now you want to increase to \$12. That's nearly doubling the cost in less than 1 year.
<b>No</b> <b>203 - Guest Last:</b> yes to general increase but not to trades.  Also should have the ability to transfer the coupon across all CBD parks (ie park in one street close to shop A in the morning then move to another park in afternoon with same coupon). Currently different zones apply across city - ie Kelburn/Clifton/Te Aro making it complex and expensive.
<b>No</b> <b>205 - Ashleigh Parrott:</b> Until Wellington city is able to offer a reliable and accessible public transport service for all areas there should not be further increases to the restrictions on people driving to get access to the city. At this time the timeliness and regularity of public transport is not meeting the need of every day Wellingtonians.
<b>No</b> <b>206 - Dylan Kelly:</b> it affects low income earners who struggle with getting a job and have to travel for work, also affects students who are renting, not working and own cars, making it very difficult to access means of parking
<b>No</b> <b>207 - Julia Stevens:</b> No, the cost of parking is already too expensive. Why does the council feel a need to make more money off commuters who need to park their cars for extended periods of time? The reasoning "to better reflect the current market value of all-day parking offered by private carparks in the city." is flawed - we already pay rates to the council in exchange for basic services like car parking being made available to us. Putting prices up because private car parking companies increase their rates is opportunistic and greedy. Unless the council are experiencing a large increase in costs to run these carparks, and incurring such costs is justified, there is no reason for coupon parking rates to be increased.
<b>No</b>

<p><b>212 - Heather Kirkwood:</b> I oppose the increase in coupon parking charges for the following reasons:</p> <p>1. The argument put forward is that the increase "reflect(s) the current market value of all-day parking offered by private carparks in the city." There is no comparable private carpark to coupon parking in suburban streets where (1) cars are exposed to the elements and at risk of break-ins and being damaged and (2) where there are no nearby private carparks (e.g. Kelburn). Charging \$12 for frankly inconvenient and exposed on-the-street parking is incomparable to a monitored and secure inner city carparking building and I think this is a disingenuous analogy.</p> <p>2. Like many others I know, I have been forced to coupon park since July last year after changes to the public transport system meant that I was no longer able to get my children to school and then get a bus to work on time, and could not rely on public transport to get me home in time to collect them at the end of the day. I had previously been proud to be able to live in a city where I could confidently use public transport to get to/from work. Demanding accountability from Greater Wellington Regional Council so we can return to using public transport with confidence would seem to be a better long-term solution.</p> <p>3. These charges were last reviewed and increased less than a year ago. The fact that this is happening again now suggests that ratepayers should have little confidence in analysis and budget setting policies and procedures. I'm very disappointed in the Council's processes.</p>
<p><b>Yes</b></p> <p><b>214 - Flavia Figueiredo Machado:</b> if I use my car I should be charged by it and if I abuse I should pay for it, low values only benefits the wealthy that can afford it</p>
<p><b>No</b></p> <p><b>219 - tel pet:</b> There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p> <p>You are killing the CBD.</p>
<p><b>Yes</b></p> <p><b>222 - Eleanor Jolly:</b> I think this proposal should not be considered until the Wellington busses have been fixed. Until this is done this change penalises those without other options.</p>
<p><b>No</b></p> <p><b>226 - Donna Wheeler:</b> This should be put on hold until the bus issue is resolved. Commuters cannot rely on the broken system.</p>
<p><b>No</b></p> <p><b>227 - Emily Leopold:</b> This is completely unreasonable and unacceptable. Coupon parking is already too expensive. I have to drive to work because the public transport is so unreliable. Taking the bus to work is not an option for anymore as for one, it's also too expensive and not reliable at all. I'm extremely frustrated by this situation.</p>
<p><b>Yes</b></p> <p><b>229 - Neale Jones:</b> Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles. \$12 a day is very reasonable for a carpark in central Wellington, given commercial rates are between \$22-35 a day.</p>
<p><b>No</b></p> <p><b>231 - Ross Wakefield:</b> The cost of coupon parking increased last year, from \$7.50 to \$8.50, and now WCC propose increasing it to \$12.</p> <p>This is a disproportionately high increase in a short period of time and I strongly believe that the cost of coupon parking should remain at \$8.50 per day.</p>

<p><b>Yes</b>  <b>235 - Vanessa Harrold:</b> I agree as coupon parking is for people bringing their vehicles into the city - usually for transport to work. It is not because they are Wellington residents - it is because they are lucky enough to work on the outskirts of the city so don't need to pay ridiculous parking prices that the center city does.</p>
<p><b>Yes</b>  <b>238 - Patrick Morgan:</b> On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.        See <a href="https://www.amazon.com/High-Cost-Free-Parking-Updated/dp/193236496X">https://www.amazon.com/High-Cost-Free-Parking-Updated/dp/193236496X</a></p>
<p><b>No</b>  <b>239 - J Serfontein:</b> Due to the lack of suitable public transport (Look at the debacle with the bus route changes etc as well reliability issues with trains) this penalizes citizens that use private transport. I need to be able to have access to a vehicle as I need to leave work at random times due to the fact that I am responsible for a minor. This will cause me undue hardship.</p>
<p><b>No</b>  <b>244 - Ainsley Harris:</b> Coupon parking cannot be changed to \$12 that is ridiculous. \$200 a month for simply parking vehicles is beyond me. That is too big a jump from \$135. I think the current rate of \$8.50 is sufficient and already expensive enough.</p> <p>Overall, I completely disagree with the changes listed, parking is already too expensive and these changes are definitely not welcome. Increasing these costs makes Wellington LESS accessible for visitors, and residents.</p>
<p><b>No</b>  <b>245 - Natasha Wall:</b> Coupon parking is already expensive.</p>
<p><b>No</b>  <b>247 - Stephen Carey:</b> over priced already</p>
<p><b>No</b>  <b>252 - Susan Walsh:</b> I have been a consistent public transport user all my working life since the mid 80s. Four years ago however I found that I was starting to use my car due to a variety of after work commitments which included volunteer work.</p> <p>I considered applying for a car park at work however the waiting list was ridiculously long, ie multiple years so I used coupon parking. My work place is on Kelburn Parade and the wait list at work is now so long that it has been closed. My journey to work also includes a 10-15 minute walk to work.</p> <p>I have an elderly mother who is now in her 90s and lives on the Kapiti Coast. My use of a car was becoming questionable however now it is a necessity. My elderly mother is increasingly needing additional support and I am often required to go up to the Kapiti Coast on short notice straight from work.</p> <p>I recognise that parking rates need to increase however the level of proposed increase is too high. Over the years I have often been involved in discussions and decisions where subscription costs and costs of hire for vehicles and accommodation have occurred. I understand the quick win in substantial increases however it can come with a backlash.</p> <p>The cost of living in New Zealand is high. As a rate payer and homeowner insurances and rates are ever increasing and pay increases, if they occur, are not matching these. Over half of my fortnightly pay already goes in bills and mortgage repayments including coupon parking. This does not include groceries.</p> <p>I do not consider using my car as a luxury but as a necessity to quickly get to my mother.</p> <p>I therefore strongly recommend the level of increase is lowered from the proposed 50% increase to 15%. This would move the cost of a daily coupon park from \$8.50 to \$9.80 (rounded up), and that the cost of coupon</p>



<p>parking is then increased at a similar rate over a number of years to the rate proposed by Council.</p> <p>Thank you for reading and considering my feedback.</p>
<p><b>No</b> <b>254 - Guest Cook:</b> if the council is choosing to remove parking spots when there is already a SERIOUS lack of parking in the Cory and then expecting the public to pay extra for it when it's already extortionate. Stupid</p>
<p><b>No</b> <b>255 - Stuart Macandrew:</b> My observation is that fringe coupon parking is not fully utilised. It seems we have found the true value of those parks at close to the current rates.</p> <p>Seems little point pricing such that coupon parks are empty, and commuters park for free further out - causing competing residents to demand further residents parking.</p> <p>If coupon parking is required for additional traffic or cycle lanes it should be removed.</p>
<p><b>Yes</b> <b>258 - Matt Lemmens:</b> I support the concept of users paying for street parking, and the need to shift towards improved public transport routes. This needs to be delivered on in a clearly linked way, with both physical infrastructure and improved service operators.</p>
<p><b>No</b> <b>262 - Monica Harris:</b> This parking will no longer be affordable for many students and young professionals who can not afford residents parking but opt for coupon parking. There is already high enough stress finding a park in a coupon area without the consideration of paying more money.</p>
<p><b>Yes</b> <b>264 - Guest Chan:</b> Amazing public transport in Wellington so need these price increases to move away from private vehicles</p>
<p><b>Yes</b> <b>268 - Magenta Mudgway:</b> However I think the increase is too high. And should be no more than \$10.50 max a day.</p>
<p><b>Yes</b> <b>269 - Archibald MacLean:</b> Yes I whole heartedly agree with this proposal, but I would like to see more effort by the Council parking Wardens in policing the coupon parking areas. Anderson Terrace, in Mt Cook is in the Coupon parking zone and attracts a huge number of non-residents and it seems to me they park all day, often inconsiderately, without sanction. I would like to see the whole of Anderson Terrace "Residents Only" parking.</p>
<p><b>No</b> <b>270 - Vijay Ganta:</b> I don't agree with the proposed hike for coupon parking. Since I stay in CBD, I don't have a chance of getting parking space in my apartment and the only option I have is Coupon parking.</p> <p>Even now I think I am paying more as I hardly use my car on weekend. With increase of \$200 for month it will be overburden on me. This is the same situation for many people in the apartment where I stay now.</p> <p>I would suggest , if there is no other alternative go for decent hike.</p>
<p><b>No</b> <b>271 - Elodie Berthe:</b> I used to live in Ngaio and would bus to work (stop at the train station) and it would take me 15minutes. Since the change in the bus owners, the bus hasn't been as reliable, but it still sort of worked. I have recently moved house and now live in Melrose. I was going to bus to work, but the bus system is ridiculous on this side of town. If I bus to work now, it would take me 55 minutes to get across town from</p>

Melrose, while driving takes me 15minutes! I disagree with this proposal because you are not offering a better alternative - you can't increase the coupon price without improving the **terrible** current bus system. With a good, **reliable**, working, **frequent**, **fast**, **affordable** public transport we wouldn't need to drive to town. Sort that first, then ask the people who are already struggling to pay more so they swap their method of transport to public one.

**No**

**277 - Lisa Hunter:** I commute from Upper Hutt to Kelburn each day and use coupon parking in Kelburn. I am not in favour of the amount of the increase for a number of reasons:

- Public transport is still not reliable - both trains and buses. Every day I get alerts advising me that trains are either cancelled or have less carriages, and the trip is hardly ever on time. The buses up to the University are always very crowded and often do not come when they say they will. It takes an hour all up to drive into work (includes parking and walking down from Kelburn). Taking public transport would mean my commute was more like 1.5 hours each way.
- The cost of living is always going up and our salaries are not increasing the same rate. I feel this increase will negatively impact a number of parents (often women) I know with children who do commute in and do not have the choice around taking public transport because they have family responsibilities after work so need to drive to fit it all in e.g. picking children up or taking them to activities - therefore it could in fact become discriminatory.
- I don't agree with the comparison with private car parking. People pay taxes and rates and do not expect council run initiatives to be priced to make large profits
- Lastly, there is very limited parking around Victoria University, and an increase of this size could potentially negatively affect students who have very limited incomes, and often have to balance several commitments. I think this should be researched more carefully and further input sought before any blanket decisions are made.

If the council requires more revenue, then I would recommend a more staged approach to increasing parking costs over 2-3 years. If the council is trying to discourage people from bringing their cars into the city I would recommend a whole lot more work needs to be done on our public transport before doing this. If not done already, I would also recommend researching possible impacts city parking increases will have on retail and the life of the city - will this mean people from outside Wellington are less likely to pop into town for a couple of hours. I lived in Auckland for many years and the cost of parking kept a lot of people out of the city - they would go elsewhere. Meaning the CBD really wasn't the heart of the city (despite the advertising).

**No**

**280 - Gregory Kent:** \$8.50 a day is enough for city fringe.

**No**

**282 - Bridget Kelly:** owning a car is what makes me almost bankrupt in this city and the wardens are too strict! They NEVER GIVE A MINUTES LEWAY

**Yes**

**283 - Grant Buchan:** I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.

**No**

**284 - Kate McCracken:** It is an extremely substantial increase. It is not a fair rate

**No**

**286 - S Wren:** I think a minimal increase would be reasonable but not a jump to 12.00. Coupon parking is

often quite a walk from where people work but they use it to save money on parking. Public transport and cycling is not achievable for all people given different circumstances. While parking buildings continue to charge exorbitant rates and will continue to do so people need a more reasonable alternative. Also I imagine If the Council put up their prices so will the parking companies.
<p><b>Yes</b></p> <p><b>291 - Simon Ross:</b> All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p>
<p><b>No</b></p> <p><b>295 - Jennifer Song:</b> too expensive for people who commute to work</p>
<p><b>Yes</b></p> <p><b>297 - Zoe Mack:</b> Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p><b>Yes</b></p> <p><b>298 - Patrick Wilkes:</b> Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p><b>Yes</b></p> <p><b>300 - John Ascroft:</b> Parking in Public spaces is not a right, and there are much more useful ways to use prime city real estate. In addition I would prefer a more pedestrian and Public transport oriented Wellington for the sake of the environment, and to make the city more human.</p>
<p><b>No</b></p> <p><b>303 - M Horan:</b> Parking in Wellington's CBD is unreasonably expensive already compared to other cities. An increase in coupon parking costs simply appears as a revenue gathering exercise and not a means to regulate a scarce resource as is necessary for metered parking to ensure there is turn over to enable fair access to shops etc. Coupon parkers park for a whole day and not a defined two hour maximum. You don't need to increase costs to encourage turnover. Council costs for maintaining coupon areas are minimal as no meters are required etc so it would be hard to argue that users need to pay more. At a time when the bus service is unreliable it would also not be a good look to increase the cost - there are not good public transport options. Coupon parking tends to be used by those who cannot afford \$20 for a day for a commercial park and are prepared to wear the inconvenience of walking further to coupon parks.</p>
<p><b>No</b></p> <p><b>307 - Rachelle Oxnam:</b> Having coupon parking on the outer parts of the city should remain the price it currently is, as these parks are not in the central city. They are further away and the cost should reflect this. You can park in the central city for almost the same cost yet with coupon parking you still have to walk a fair distance to get to where you are going.</p>
<p><b>Yes</b></p> <p><b>309 - Ben Zwartz:</b> Drastic changes are needed everywhere to actively discourage car travel, and level the playing field for other road users. This includes changing the habits of commuters. There is no other way to halve net emissions by 2030.</p>
<p><b>No</b></p> <p><b>314 - Nicola Martin:</b> I used the buses for years. But with the changes to bus timetable and the irregular timetables I have changed my life to get to work on time.</p>

the increase in parking is not good. When you made parking not free in the city over weekend I now travel to the Hutt.
<b>No</b> <b>316 - Sam Jarvis:</b> Didn't mean to select no... Doesn't apply to me nor have I had to use this in 14 years living in and outside of the city centre.
<b>No</b> <b>320 - Benjamin Johnson:</b> I think that the current pricing is sufficient.
<b>No</b> <b>328 - Oban Grobler:</b> I feel the costs at present are extreme enough. As it is there is not enough parking in the city and making the little that is available more expensive will make it even more difficult for people who need to bring their vehicles into the city. Whilst I understand that the council is keen for everyone to use the busses and or train it is not always feasible particularly for older people or people that need their car whilst in the city to get to various appointments etc. The cost of living in the city is already high enough without adding extra costs to what is already a load.
<b>No</b> <b>331 - Robert &amp; Nanette Kingdom:</b> Increase is far too high
<b>No</b> <b>332 - Danielle Jukes:</b> "The Council proposes to increase the cost of on-street Coupon Parking to better reflect the current market value of all-day parking offered by private car parks in the city." Private car parks are charging way too much as it is.
<b>No</b> <b>336 - Ruth Oliver:</b> The proposed price increase for coupon parking would cause extra financial strain on my family. I suffer from chronic fatigue syndrome and travel sickness. As a result of this I am only able to work part time and I am no longer able to travel by bus or train. Driving myself to work is my only sustainable option and I get into Wellington at 7am in order to get a coupon park close to my work. Due to my illness I am in the difficult situation of only earning 70% of a modest salary and having to pay: vehicle expenses, \$8.50 parking and approx \$8.00 fuel costs each day. The WCC's proposed price increase would mean I'll be losing approx 15% of my income in commuting costs. I should also mention that my partner is unable to work due to chronic illness.  After a relapse in my condition I was forced to take a year off work. During this time we relied on a benefit for income. When I returned to work we found that my salary, less travel and (current) parking costs was not much above our income from a benefit.  Many people who use coupon parking are low income and work irregular hours (e.g. cleaners, hospitality workers, shift workers) and cannot use public transport due to the hours they work. It seems to me that this increased parking cost would be yet another burden on many of the working poor in our region.  Thanks for the opportunity to comment on this proposal.
<b>No</b> <b>340 - Sue Varney:</b> This is unfair, a 41% increase. Many people using this form of parking are low income.
<b>No</b> <b>342 - T Walker:</b> Reasonably priced coupon parking is a great option for people who need their cars close to the CBD but are willing to walk or catch public transport for the remainder of their journey. Lots of coupon parks are outside of the main CBD where there's naturally more room for multi-modal transport and less need to create bespoke networks. There seems to be little cost involved in maintaining these coupon parking spaces, while the costs of policing or monitoring their use would easily be covered by the fines generated.



<p><b>Yes</b></p> <p><b>345 - Tristan Campbell:</b> Market value of this parking means price should probably be higher.</p>
<p><b>No</b></p> <p><b>348 - Kelvin Payne:</b> The increases in parking are excessive. Parking prices increased in September 2018 which is less than a year ago. The increase was from \$7.50 to \$8.50 which is over a 13% increase, monthly coupon charges increased from \$120 to \$135 almost a 13% increase. The proposal would increase the daily coupon rate to \$12 and monthly to \$200 which would be a total increase of 60% for the daily rate and 67% for monthly compared to the price before the September increase. Comparing the current price to the proposed it's over 40% increase for a daily coupon and nearly 50% increase for monthly. I can understand the user pays perspective, however the user in this case is paying for the ability to (hopefully) park somewhere in a designated zone and yet the revenue generated is not really going to pay for the coupon parking but other things. Do you know why people are using the parking around Wellington? That might actually help answer the question of where the revenue should be spent which benefits the most people. I understand the desire to make cycling safer (I don't cycle in Wellington as it is too dangerous) but that is to do with; practicality (I can't cycle or take public transport to work with the equipment I have and need to have clothes at work to get changed into, iron and shower, some drivers habits and personalities as well as road design (Wellington is a hilly city and some roads shouldn't be shared with cycles and other vehicles). I suspect there is a lot more recreational cycling in the weekend when people have more time but I think the council needs to know the answer to why people use the mode of transport they do and what one thing needs to change for them to use a different sort and what that sort is. Otherwise any decisions being made are not being based on evidence but an idea or belief someone has. I had asked for further information as part of the Facebook event for my submission but I haven't received anything so I am unable to comment on the revenue and parking. However my pick would be that there continues to be an increase in the demand for car parking particularly with the number of residential areas/buildings that do not have car parks. I understand the costs of maintaining and running these parks is not a lot as the plan refers to a significant revenue being generated from parking overall. For the cost of a coupon, you are entitled to park in a designated coupon park for a day, however this does not guarantee a car park space and residents can also park in these spaces indefinitely. Your reason for further increasing the parking cost is to make it relative to other parking that is available in Wellington. The problem with this is that the other parking in Wellington is not the same; a coupon park lets you park on the road at your own risk with a patrol of parking wardens whose job is to issue infringements or tow offending vehicles. A parking building gives you an off street car park, with a security patrol and security cameras, car parks are easier to maneuver into so there is also less risk with others parking. The prices of these parks are less than coupon parking in some instances; Hall street carpark is \$7 earlybird all day and \$6 earlybird using parkmate. It is also worth noting that as coupon parks are first two hours free that you can park from 8am until 10am for free and also from 4pm until 6pm for free. Perhaps a better recommendation was to remove the two hour free parking from the coupon parking. While parked in coupon parks on the street we have had our wing mirror hit five times (once completely smashed off, once wing mirror smashed, and the other three time more scrapes added) our car has been broken into twice and we have additional scrapes, scratches and dents on the car. Without security cameras or honest people leaving notes, we have had to pay for the repairs ourselves. At least if we were in a parking building we would have had a security camera. In summary, I don't agree with this proposal. The increase is excessive and the reasoning doesn't stack up. I believe there is another driver that needs research as there is a lack of evidence in my view to support these changes.</p>
<p><b>No</b></p> <p><b>349 - Barry Metin:</b> We have to borrow the money to pay for parking outside our home. There is no disabled parking on our street. We get Massey students taking up all the coupon parking and so had to pay for residents parking. To increase the residents parking costs when we already have a hard time with parking in the street due to business not providing enough parking for students is unfair.</p>
<p><b>No</b></p> <p><b>354 - Katharine Amos:</b> Increases of 41% (daily), 48% (Monthly) and 41% (coupon - suburban trade) are absolutely outrageous - and untenable. Wellington parking is already very expensive and these increases are unreasonable. They will cripple the local trade (eg electrical, plumbing etc) companies.</p>
<p><b>No</b></p>

**355 - Tony Randle:** The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

**Yes**

**357 - Ellen Blake: Parking fee changes** We support the increases in fees proposed. We support increasing the coupon exemption parking fee in line with resident parking fees. We support extending resident and coupon parking schemes to all parts of Wellington to recognise this private use of valuable public road space. We support a lower fee payable in accessibility parking spaces for those with an accessibility sticker and who need to use a car.

#### **Parking policy review**

Living Streets would prefer that these fee changes were part of the wider review of parking in Wellington. This would help put the changes in context of an overall approach to use of public road space. It is disappointing that this review is yet to be released.

We suggest that some of the revenue gathered from parking can be used to increase supply of **on-road** bike parking. There is too much footpath space being used for vehicle parking which discourages walking and

encourages vehicle users onto the footpath.

We also recommend more parking wardens are employed and used to enforce that footpaths are vehicle free.

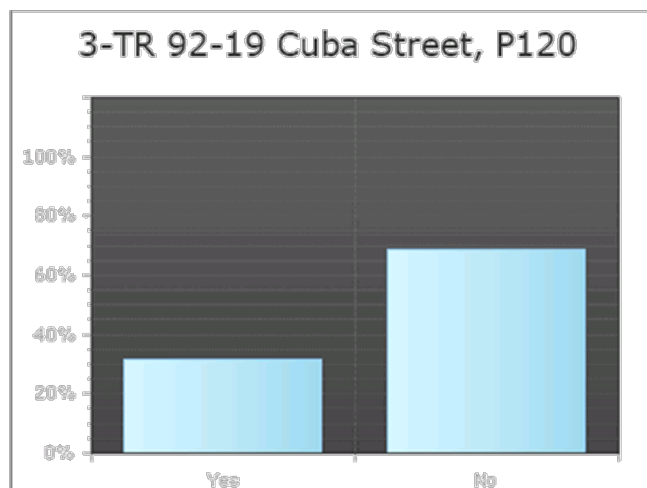
**Yes358 - John Milford:** See TR90-19

. These are known as the non-excludability and nonrivalry characteristics of public goods. Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will overconsume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces. In summary, the Chamber supports the Council's proposal through the draft 2019/20 Annual Plan to increase a range of on-street parking charges, and supports the view that this will better reflect the overall costs and better manage parking demand across the city.

**Category Name:** 3-TR 92-19 Cuba Street, P120

Decision Sought	Number of submitters who selected this option	%
Yes	90	31.47%
No	196	68.53%



**Submitters for this question**

**Yes**

**1 - Peter Kelly:** This will make it easier for people who really need parks to find them, by reducing the

quantity demanded as the price increases.
<p><b>No</b>  <b>2 - Bryan Pope:</b> I completely disagree.</p> <p>This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.</p>
<p><b>Yes</b>  <b>3 - nathan rose:</b> needs to go up more</p>
<p><b>No</b>  <b>5 - Shane Beverley:</b> I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>
<p><b>Yes</b>  <b>11 - Kathryn Palmer:</b> don't throw in things like this to hide the purpose of your reforms that are to get more money</p>
<p><b>No</b>  <b>12 - Ash Wang:</b> Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who live in the city who are dependent on these parking. Big NO!</p>
<p><b>No</b>  <b>21 - rachael jones:</b>          Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p><b>No</b>  <b>22 - Sheridan Irain:</b> The one hour free on Cuba street is such a luxury that we all really appreciate and it sucks to think the council are going to try and take that away</p>
<p><b>No</b>  <b>23 - Olivia Mellor:</b> it's unfair</p>
<p><b>No</b>  <b>26 - Dan Squire:</b> Parking prices have already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p><b>No</b>  <b>27 - Germaine Pike-Tavai:</b> whack, your prices are already some of the highest in the country. Discouraging those who come out of town and don't know the public transport systems well not to come to Wellington.</p>
<p><b>No</b>  <b>35 - E Solomon:</b> A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder</p>



for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.
<b>No</b> <b>36 - Steffi Van Lith:</b> Parking is already ridiculously expensive in the city. Leave it be.
<b>No</b> <b>39 - Matt Toole:</b> Stop charging more than necessary in the inner city and killing our city. If you must, then monitor better
<b>No</b> <b>42 - Grace Cantrick:</b> Wellington already has high parking rates
<b>No</b> <b>51 - Sian Parry:</b> stop increasing parking prices, nobody wants to be in the city anymore
<b>No</b> <b>54 - Jarrod Bidois:</b> parking is too expensive already
<b>No</b> <b>66 - Angus Lindsay:</b> Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
<b>Yes</b> <b>69 - Matthew Gibbons:</b> Use pays for parking is good.
<b>No</b> <b>73 - Charlotte Daniels:</b> I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.
<b>No</b> <b>74 - Guest O'Connor:</b> should be free
<b>No</b> <b>75 - Jolon Behrent:</b> Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.
<b>No</b> <b>84 - Milind Gandhi:</b> large amount is getting increased for residential
<b>No</b> <b>88 - Tamara Wilson:</b> 120 minutes is not enough time to look around the shops at Cuba street. Considering I imagine the Wellington City Council would like to encourage people to come shop and spend money on Cuba street etc, you are only limiting and discouraging that behaviour.
<b>No</b> <b>89 - Stacey Parbhu:</b> Upper Cuba has many small businesses that benefit from free 60 minute parks. Metering these could decrease their business.
<b>No</b> <b>91 - Darren Stafford:</b> Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.  It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has

<p>our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p> <p>Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p>
<p><b>No</b>  <b>93 - Nicola Stout:</b> Taking away free parking shows you're wanting to make more money off of the motor vehicle owners. You want to be more accessible- make parking more accessible. Give 1 hour free parking at the existing metered spots throughout the city and then charge 3.50per hour (still cheaper than \$4.00 per hour private parking buildings).</p>
<p><b>No</b>  <b>117 - Steven Cromb:</b> The logic behind this is flawed. "increasingly parks are being permanently removed" into "people who use the parking spaces should contribute more" makes no sense. It sounds like "Lets deliberately decrease supply while not addressing demand and make them pay for it". How about the council shows the people their effort to increase non-predatory parking (e.g. not Wilson) in the CBD before asking for more money.</p> <p>The size of the increase is outrageous too. Increase in residential parking to 150% of what it was? That's an impossible increase to budget for. A limited increase yearly is fair but this is ridiculous.</p>
<p><b>No</b>  <b>118 - Jack McPherson:</b> Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p><b>Yes</b>  <b>122 - Scott Priddle:</b></p> <p>This free parking in Cuba street is often used and abused, making parking here a very rare thing.</p> <p>I'm in favour of making this paid</p>
<p><b>No</b>  <b>127 - Dan Lord:</b> not this one</p>
<p><b>No</b>  <b>128 - Kirsty Rose:</b> Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p><b>No</b>  <b>129 - Jakob Coker:</b> Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p><b>No</b>  <b>130 - Courtney Hutchinson:</b> I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p><b>No</b>  <b>134 - Vanessa Coultas:</b> What reason for this. Let's encourage people to use the city centre not deter them</p>
<p><b>No</b>  <b>137 - Ashton Abou-Antoun:</b> Free 1 hour parking at the top of Cuba is a perfect situation as is. Free parking means anyone can access the city center but the one hour limit ensures that new parks are usually available. Every city needs some free parking areas, Wellington would benefit from preserving some of its free parking spaces especially in the city center.</p>

<b>No</b> <b>138 - Samantha O'Hara:</b> Parking is already incredibly expensive!!!
<b>No, No</b> <b>141 - Katherine Mitchell:</b> I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege on top of this, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?
<b>No, No</b> <b>141 - Katherine Mitchell:</b> I feel this will limit customer enjoyment of the area and reduce spend in the area.
<b>No</b> <b>155 - Phoebe Archibald:</b> Cuba already has limited parking so making it more expensive just makes it a harder area to visit
<b>No</b> <b>159 - Gabrielle Watson:</b> penalising city fringe locations is wrong.
<b>No</b> <b>163 - Guest Rogers:</b> Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students
<b>No</b> <b>175 - jasper healey:</b> cost of food and rent rising we can barely afford anything what with the blatant corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election
<b>No</b> <b>185 - Jevon Wright:</b> I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
<b>No</b> <b>191 - Fiona Curtis:</b> Wellington's city centre has a unique vibe as an enjoyable place to shop, eat, and socialise. Making the city centre hostile to people with cars will lead to even more people choosing to shop elsewhere, and stores choosing to relocate, which will be detrimental to the city's culture and sense of identity.
<b>No</b> <b>200 - Flynn Everingham:</b> it's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
<b>Yes</b> <b>201 - Jeff Soukotta:</b> This should help balance parking requirements in this area.
<b>No</b> <b>203 - Guest Last:</b> fringe parking should offer value. Mostly gets used to meet people for lunch/coffee/visit museum/ pop to a couple of shops...this adds cost and will reduce use of city. Weekend parking should be free at all times. Weekday parking should be charged during core 8-4pm hours only

<b>No</b> <b>205 - Ashleigh Parrott:</b> same as above
<b>No</b> <b>214 - Flavia Figueiredo Machado:</b> no free parking please
<b>No</b> <b>219 - tel pet:</b> All weekend/public holiday parking should be free.  Parking fees should only apply working days until 5 each day with Friday extended to 8.
<b>Yes</b> <b>231 - Ross Wakefield:</b> This proposal should help increase turnover of carparks and seems fair.
<b>Yes</b> <b>238 - Patrick Morgan:</b> On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.
<b>No</b> <b>247 - Stephen Carey:</b> no need you charge to much already
<b>No</b> <b>248 - Rutger Kuyper:</b> Since the introduction of paid weekend parking, it has become nearly impossible for residents to park in the Watson Street/Buller Street area. Residents parks in these areas are only in effect during working hours, so anyone can park here during the weekends for free. This has lead to us, residents, being unable to park near our home. Further extending paid parking on Cuba Street will only drive non-residents to park in the city fringe nearby, leading to no car parks being available to residents. Any extensions to paid CBD or city fringe parking should not take place without the effects to the surrounding areas being properly evaluated and measures being put in place to prevent residents losing their car parks (I would support this proposal if Te Aro residential car parks were changed to be in effect 24/7).
<b>Yes</b> <b>254 - Guest Cook:</b> not overly concerned with this one
<b>Yes</b> <b>258 - Matt Lemmens:</b> It seems an anomaly that this area is currently one of the only free parking areas, given its central location.
<b>No</b> <b>259 - Alison Sandle:</b> As the majority of street-level building occupants in the two blocks of Cuba Street between Abel Smith and Webb Streets are retail businesses whose customers need short-term vehicular access in order to load bulky goods (art work, large sacks) or to patronise cafes, salons, and a dance studio for an hour or less, the current parking restrictions are optimal.  A change to paid spaces with a 120-minute time limit would encourage longer-term parking by people with business further afield and would very negatively impact the ability of local businesses' customers to find parking in the vicinity.  As most of the businesses at the top end of Cuba Street are very small-scale and have little access to off-street parking and have often chosen the location, in part, because the current 60- and 90-minute free parking works well with their business models, the proposed change is likely to impact negatively on their ability to operate from the current location and could ultimately destroy the area's character as a haven for tiny, boutique businesses.  We have operated from premises at 284 Cuba Street for twelve years now and have watched the area go from a back-water during the planning and construction of Karo Drive to a valuable locale for businesses which fit the culture of The Cuba Quarter and which, as destination stores for people in the know, also encourage foot



traffic through the lower blocks of Cuba Street.
The proposed changes will negatively impact occupants of local buildings and should not be implemented.
<b>Yes</b> <b>264 - Guest Chan:</b> 60 mins not long enough
<b>No</b> <b>268 - Magenta Mudgway:</b> I think Wellington needs at least SOME free parking as the price of parking in town is insane. However a mix of the two could be good. Where you have the first 60 minutes free and then metered after that.
<b>Yes</b> <b>275 - Eleanor Laban:</b> Yes, I agree with this, although I think there are unintended consequences with any parking time limit which lead directly to more congestion and emissions as people have to needlessly shuffle between parking spots every two hours. There are circumstances where people need or want to be in vicinity for longer than 240 minutes and you will need to make allowances for this reality.
<b>No</b> <b>279 - Molly Hancock:</b> It's outright ridiculous to propose increasing parking costs when Wellington doesn't even have a reliable public transport system. Bus services are still incredibly inconvenient or downright impossible to use do to the fact that they're constantly late, full, or don't show up. "Encouraging" people to use their cars less by making parking unaffordable is only remotely acceptable if we are given a realistic alternative. On top of our bus services being unreliable, they've also had fare costs put up when the changeover happened, and petrol prices are at an extreme high. The buses are unreliable and unaffordable, and proposing to make driving even more unaffordable shows an absolute lack of regard for Wellington citizens.
<b>No</b> <b>280 - Gregory Kent:</b> Parking charges discourage people bringing cars into town which mean that people in suburbs like Churton Park are unlikely to use businesses in the area. Are the shops in the upper Cuba Street area: Elmos, nut shop, coffee shop got too much business that parking needs to be restricted by charging?
<b>No</b> <b>282 - Bridget Kelly:</b> no no no!
<b>Yes</b> <b>283 - Grant Buchan:</b> I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.
<b>Yes</b> <b>297 - Zoe Mack:</b> Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.  I wonder if these can be hypothecated back into a public transport/ bike lane scheme?
<b>Yes</b> <b>298 - Patrick Wilkes:</b> Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.
<b>Yes</b> <b>309 - Ben Zwartz:</b> I hope with incremental changes to discourage parking in Cuba St, it will eventually all

be a shared space for all road users' travel and enjoyment
<p><b>No</b>  <b>311 - Virginia Keast:</b></p> <p>Hi there</p> <p>I would like to make a submission regarding the proposal to convert P60 and P90 free parking spaces on upper Cuba Street to P120 metered parking.</p> <p>I strongly disagree with this proposal for the reasons set out below.</p> <p>I teach dance fitness classes at Thistle Hall (on the corner of Cuba and Arthur Streets) three mornings every week. This submission is on behalf of myself, but also other users of Thistle Hall who for various reasons (including age, lack of access to the internet, and language barriers) are unlikely to make a submission, or even know about this proposal.</p> <p>According to its website, "Thistle Hall is an independent, inner-city arts and cultural community venue, that is respected and well loved. Thistle Hall is vibrant and visible, and provides a venue and support for a range of communities and their initiatives. Thistle Hall is here to provide an affordable space for a range of educational, recreational and cultural activities and offers open access to a community gallery. Thistle Hall is owned and partially funded by the Wellington City Council, and is run by a board of trustees".</p> <p>It is nonsensical for Wellington City Council to partially fund Thistle Hall, so that it is an affordable venue for a wide range of groups and communities in Wellington to carry out activities, and then essentially add a tariff for anyone wishing to take part in those activities, in the form of parking fees for most of the parking around the venue.</p> <p>Many of the people who attend activities at Thistle Hall need to bring a vehicle as bus services are extremely limited in the immediate area, and walking from the nearest bus stop may not be an option for older participants, or for women attending classes at Thistle Hall late at night. For those who run activities at Thistle Hall, we often need to bring equipment to the venue, so public transport is not an option. For example, there is no sound system at Thistle Hall, so I bring a sound system to set up for every class – I cannot do this on the bus. If Wellington City Council wishes to decrease its spend on Thistle Hall it should do so in an upfront manner, and consult with the community accordingly. The current proposal will essentially mean the Council is giving with one hand (in its subsidy to Thistle Hall), and then taking back with the other (by increasing parking charges). The end result is higher costs for those running activities at Thistle Hall, and for those members of the community participating in activities at Thistle Hall, without any upfront debate or consultation on the impact of this parking proposal on community activities carried out at Thistle Hall.</p> <p>This proposal is not about ensuring that parking is available in the inner city, as the parking spaces involved already have time limits on them. I can speak from experience when I say, they are policed very effectively by parking control officers. So, the only reason for this proposal is to increase revenue to Wellington City Council.</p> <p>The impact of this proposal on the groups who use Thistle Hall will be very great. It effectively means that many people who attend a class, or meeting, or support group at Thistle Hall will need to add at least \$3.50 to the cost of that activity. Those who will be hardest hit are elderly users. Many of the activities carried out at Thistle Hall are currently gold coin entry (especially those aimed at seniors or the unwaged), so the increase in parking costs will essentially mean that a ballroom dance class for Chinese seniors (like the one that follows my class on a Friday morning) will more than double. If there are 15 people who attend (as there often are), this means that that group is essentially paying the cost of hiring the space for 1 hour, plus up to \$52.50. I would be interested to know exactly how much money Wellington City Council contributes to the running of Thistle hall in a year, compared with how much people attending activities at Thistle Hall will pay to the Council</p>

in parking fees in a year, if this proposal goes ahead. The subsidy to Thistle Hall is recorded in Council documents and voted on in a public forum, but the increase in costs for those attending activities at Thistle Hall will not be accurately shown in Council documents, and will not be properly consulted on.

Even for those activities that cost more than a gold coin, community venues like Thistle Hall enable providers to offer classes or activities in the city that would otherwise be pushed out by the cost and scarcity of inner city space. These classes and activities add to the vibrancy and life of the city, and bring people in to the city, who then spend money at other businesses. This is especially true of the upper Cuba St area. Upper Cuba St does not have the density of workers that more central parts of the city have, thus businesses in the area rely on the current parking regime, and the vibrancy and life of the Cuba quarter, to bring people to this part of the city during weekdays. Increasing parking costs around Thistle Hall will push many activities out to the suburbs, and discourage many shoppers from visiting this part of the city, which will be a loss for the inner city, and for many businesses around Thistle Hall.

So, for the reasons set out above, I am against proposed traffic resolution TR 92 – 19. Can you please keep me informed about progress with TR 92 – 19, including any public or council meetings at which this proposal is discussed.

**No**

**320 - Benjamin Johnson:** Absolutely not. Keep this parking free. It is one of only a handful of free parks anywhere near the CBD and I think it provides a decent amount of public good, while also remaining relatively scarce.

**No**

**326 - Matt Swank:** This actually would make parking less accessible.

**No**

**329 - Angela Swank:** I prefer 60 minutes slots so that it keeps traffic moving instead of 120 that makes it harder to find a car park .

**No**

**342 - T Walker:** Some amount of free parking is a great idea for this area. It makes it much easier to get errands or chores done quickly (eg run into a shop, drop something off) without having to navigate the complicated ticketing systems (which differ around the city and sometimes don't work) and without the additional cost

**No**

**344 - Linda Beatson:** From my observation there seems to be quite a fast turnover of cars in upper Cuba St. There is often no parking available at the Electrical store, so even tradies park on the street while they are in the shop. The small businesses near to the Karo Drive/Cuba St intersection all have customers who only stay a short time. If this area is made 2 hour parking, then the parks are likely to be occupied by people parking there for a longer time, and this would have a negative effect on the businesses in the area. Obviously there would be a revenue benefit to the council, but I think the effect on the local business would be negative.

**Yes**

**345 - Tristan Campbell:** High demand area to park. Should be priced to ensure parks available for those that need them most

**Yes**

**348 - Kelvin Payne:** This sounds reasonable however restricting parking to two hours may mean that people choose to park in other areas putting further strain on the number of car parks.

**No**

**353 - Sophia Grey:** See further information to submit

**Yes**

**358 - John Milford:** See TR90-19 for submission

Category Name: 4-TR 93-19 CBD - City Fringe, Increase in Metered Parking		
Decision Sought	Number of submitters who selected this option	%
Yes	61	20.33%
No	239	79.67%

**4-TR 93-19 CBD City Fringe, Increase in Metered Parking**

The bar chart displays the distribution of responses for the decision to increase metered parking. The y-axis represents the percentage from 0% to 100% in 20% increments. The x-axis shows two categories: 'Yes' and 'No'. The 'Yes' bar is light blue and reaches approximately 20.33% on the y-axis. The 'No' bar is also light blue and reaches approximately 79.67% on the y-axis.

Decision	Percentage
Yes	20.33%
No	79.67%

<b>Submitters for this question</b>
<p><b>Yes</b></p> <p><b>1 - Peter Kelly:</b> This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.</p>
<p><b>No</b></p> <p><b>2 - Bryan Pope:</b> I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.</p>
<p><b>No</b></p> <p><b>5 - Shane Beverley:</b> I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>



<p><b>No</b> <b>6 - David Moon:</b> Don't understand why this increase needs to be incurred</p>
<p><b>No</b> <b>10 - Reuben Marra:</b> Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.</p>
<p><b>No</b> <b>11 - Kathryn Palmer:</b> you've already started weekend parking charges which limits the ability of many to afford to park in the city on the weekends</p>
<p><b>No</b> <b>12 - Ash Wang:</b> Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p><b>No</b> <b>15 - Susan Henry:</b> it's becoming detrimental to park and enjoy the city. The cost is getting too much for many and is putting people off from venturing into and enjoying the city</p>
<p><b>No</b> <b>21 - rachael jones:</b> Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p><b>No</b> <b>22 - Sheridan Irain:</b> this is ridiculous. Parking is so so expensive as it is and increasing it an extra \$1-1.50 really does impact people. Parking in the city is going to become very unaffordable soon and that really sucks given everything else in Wellington - rent incl is already really expensive. Please do not make any other thing even more harder to live.</p>
<p><b>No</b> <b>26 - Dan Squire:</b> Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p><b>No</b> <b>35 - E Solomon:</b> A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p><b>No</b> <b>36 - Steffi Van Lith:</b> Parking is already ridiculously expensive, increasing parking doesn't stop traffic it only increases financial strain on everyone</p>
<p><b>No</b> <b>37 - Jason Coleman:</b> That is just revenue collecting, there's no reason for this. This will just reduce demand for these parks and keep them empty more of the time</p>
<p><b>No</b> <b>39 - Matt Toole:</b> stop increasing charges and stopping honest people affording to go to work. Your public transport proposals worked so well...</p>

<p><b>No</b> <b>47 - Georgina Kelly:</b> People are already paying heaps of money to live in this city and now you want to make it harder for them to go out around the city.</p>
<p><b>No</b> <b>51 - Sian Parry:</b> stop increasing parking prices, nobody wants to be in the city anymore</p>
<p><b>No</b> <b>54 - Jarrod Bidois:</b> parking is too expensive already</p>
<p><b>No</b> <b>59 - Timothy Keats:</b> You charge enough already. This is abusive toward your constituents.</p>
<p><b>No</b> <b>63 - Isabella Sutherland:</b> Not at all. The city is less accessible for people who do not live close to public transport. Increasing parking fees is a tax on those who do not have agency to access alternatives, ie. it is a tax on the poor who are car-dependent. If you have to work a job to get paid to pay for parking to drive to work, to get paid, is it all really worth it? That money could be going into the pocket of a small business owner in Wellington rather than the councils pocket. I would only support an increasing to parking if it is OFFSET WITH FREE PUBLIC TRANSPORT.</p>
<p><b>No</b> <b>66 - Angus Lindsay:</b> Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p><b>No</b> <b>68 - Krysana Hanley:</b> The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldn't have to pay more just because their residence doesn't have a driveway/parking.</p>
<p><b>Yes</b> <b>69 - Matthew Gibbons:</b> When people drive into the central city they cause congestion. They should be charged for this and the market value for carparks.</p>
<p><b>No</b> <b>71 - Victor Chang:</b> It's not exactly convenient locations so not worth the price increase</p>
<p><b>No</b> <b>73 - Charlotte Daniels:</b> I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p><b>No</b> <b>75 - Jolon Behrent:</b> Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p><b>No</b> <b>84 - Milind Gandhi:</b> large amount is getting increased for residential</p>
<p><b>No</b> <b>91 - Darren Stafford:</b> Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p>

<p>Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p> <p>It's the worst idea of all to penalise those on the city fringe. At least they're not driving their car into the city - they're outside and maybe having a stroll.</p>
<p><b>No</b> <b>93 - Nicola Stout:</b> You're paying for the convenience of parking inside the city, not the fringe. Fringe city park should stay as it is!</p>
<p><b>No</b> <b>98 - Janelle Brown:</b> Expensive enough! An increase will also cause private parking companies to compete and increase prices</p>
<p><b>No</b> <b>101 - Rebecca Lyons:</b> hardly enough parks as it is</p>
<p><b>No</b> <b>102 - Mara Kerschbaumer:</b> We pay enough as it is. Thank you</p>
<p><b>No</b> <b>113 - Emma de Wit:</b> This contradicts your goal of less cars in the CBD if you want to now meter fringe parking as well. Why not increase the appeal of fringe parking, instead of making it the same as central city?</p>
<p><b>No</b> <b>118 - Jack McPherson:</b> Parking is already scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p><b>No</b> <b>120 - Jenna Randall:</b> there's already enough parking</p>
<p><b>No</b> <b>127 - Dan Lord:</b> not enough demand to justify this</p>
<p><b>No</b> <b>128 - Kirsty Rose:</b> Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p><b>No</b> <b>129 - Jakob Coker:</b> Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p><b>No</b> <b>130 - Courtney Hutchinson:</b> I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p><b>No</b> <b>132 - Jennifer Prince:</b> by being on the fringe people are already trying to avoid congesting town.</p>
<p><b>No</b> <b>138 - Samantha O'Hara:</b> Parking is already incredibly expensive!!!</p>
<p><b>No,No</b> <b>141 - Katherine Mitchell:</b> I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege, perhaps you are spending the</p>

profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?
<b>No, No</b> <b>141 - Katherine Mitchell:</b> it is already expensive and will put up other parking costs. I don't have a car but my visitors parking costs will increase.
<b>No</b> <b>148 - Hannah Megennis:</b> How can you keep rising the cost is parking yet you haven't made any improvements to any of the roads or run down buildings. What's this money going towards? You keep increasing costs and for what? To change the pronunciation of some suburb names or paint a rainbow crossing in an already very accepting city. How about you fix up the run down buildings or help home the homeless and give help to the people with drug addictions. You've pushed people out of the city no one goes there now and they'll stop when you up the cost again. Small businesses are suffering already as it is
<b>No</b> <b>151 - Courtenay Parkes:</b> this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council
<b>No</b> <b>159 - Gabrielle Watson:</b> I'm quite surprised about the proposed increase in city fringe parking price - affordable parking (and more of it) on the city fringe should be used to help get people walking, cycling, using shared bikes and scooters, and using public transport in the city centre, which aligns with what the council wants to achieve. Very strange and inconvenient.
<b>No</b> <b>163 - Guest Rogers:</b> Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students
<b>No</b> <b>169 - Elliot Smith:</b> It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.
<b>No</b> <b>174 - Calib Pomana-Wesley:</b> Ridiculous.
<b>No</b> <b>175 - Jasper Healey:</b> cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election
<b>No</b> <b>185 - Jevon Wright:</b> I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
<b>No</b> <b>190 - Guest Osborne:</b> is unreasonable
<b>No</b> <b>191 - Fiona Curtis:</b>



<b>No</b> <b>199 - Guest Randall:</b> there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
<b>No</b> <b>200 - Flynn Everingham:</b> it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
<b>Yes</b> <b>201 - Jeff Soukotta:</b> The amount is still low enough in comparison to the inner city rate, so bringing the rate to be closer makes sense.
<b>No</b> <b>203 - Guest Last:</b> fringe parking should be low cost and accessible
<b>No</b> <b>205 - Ashleigh Parrott:</b> same as above
<b>No</b> <b>207 - Julia Stevens:</b> No, the cost of parking is already too high.
<b>No</b> <b>208 - Kathrin Strati:</b> It's the CITY FRINGE. It costs enough as it is!
<b>No</b> <b>219 - tel pet:</b> There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.
<b>Yes</b> <b>222 - Eleanor Jolly:</b> I think this proposal should not be considered until the Wellington busses have been fixed. Until this is done this change penalises those without other options.
<b>No</b> <b>226 - Donna Wheeler:</b> Why does it cost more to 'maintain' a park in Wellington as opposed to Lower Hutt where most parking is free. The public transport system is a complete mess! If I were to come in to shop or for an appointment, I already pay a fortune to be on time. There should absolutely be no increases until you resolve the Wellington commuter issue.
<b>No</b> <b>231 - Ross Wakefield:</b> I disagree with WCC's proposal to increase city fringe parking costs.
<b>Yes</b> <b>233 - Michael Lowe:</b> Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.
<b>No</b> <b>235 - Vanessa Harrold:</b> The city fringe needs all the help they can get in attracting visitors to the area. There are smaller, more boutique shops and these need to be supported more than the big franchises. Increasing parking fees will mean that people will not stop and will go straight to the inner city parking buildings.
<b>No</b> <b>236 - R Fisher:</b> already expensive enough. public transport is average at best and worse on the weekend and unreliable. especially in winter and hard with children etc.

<b>Yes</b> <b>238 - Patrick Morgan:</b> On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.
<b>No</b> <b>244 - Ainsley Harris:</b> It is expensive enough as it is. Increasing makes Wellington less accessible.
<b>No</b> <b>245 - Natasha Wall:</b> metered parking is already expensive. City fringe should be cheaper than CBD.
<b>No</b> <b>247 - Stephen Carey:</b> no no no
<b>No</b> <b>248 - Rutger Kuyper:</b> Since the introduction of paid weekend parking, it has become nearly impossible for residents to park in the surrounding areas. Further increasing prices of paid parking will only drive non-residents to park in free areas nearby, leading to no car parks being available to residents. Any extensions to paid parking should not take place without the effects to the surrounding areas being properly evaluated and measures being put in place to prevent residents losing their car parks.
<b>No</b> <b>252 - Susan Walsh:</b> I recognise there is an issue with parking however these increases are putting people off coming into town. I know a lot of people and families that already prefer to go elsewhere as finding parks and the cost is becoming prohibitive.
<b>No</b> <b>254 - Guest Cook:</b> seven days a week????!! Are you trying to discourage people from exploring Wellington on the weekends.
<b>Yes</b> <b>258 - Matt Lemmens:</b> This seems reasonable given the current 3.50 area seems just as busy as the current \$4.50 area. If this is going to be seven days a week then the public transport needs to provide the same convenience as it does during weekdays.
<b>No</b> <b>262 - Monica Harris:</b> absolutely not. City parking is already outrageously expensive, some spots upwards of \$9 for just 2 hours of parking. This will make the city less accessible, especially for locals
<b>Yes</b> <b>264 - Guest Chan:</b> Again ample transport alternatives available now, no need for private vehicles
<b>Yes</b> <b>268 - Magenta Mudgway:</b> However I think \$2 is a fairer increase.
<b>No</b> <b>280 - Gregory Kent:</b> Just end up with a swath of unused car parks when people decide it's too expensive to use.
<b>Yes</b> <b>283 - Grant Buchan:</b> I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.
<b>No</b> <b>284 - Kate McCracken:</b> It is an unnecessary increase. The council is being greedy

<p><b>No</b> <b>295 - Jennifer Song:</b> already expensive</p>
<p><b>No</b> <b>296 - James Dias:</b> There is no value added justification for the proposed increase.</p>
<p><b>Yes</b> <b>297 - Zoe Mack:</b> Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p><b>Yes</b> <b>298 - Patrick Wilkes:</b> Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p><b>No</b> <b>303 - M Horan:</b> I would only agree with this proposal if you can demonstrate this increase is necessary to cover costs and I do not think you have. The current very high price supports turn over in spaces.</p>
<p><b>No</b> <b>304 - Alistair Stewart:</b> Another tax on the poor. While managers and business owners receive in-building parking as part of their employment packages, working people are more likely to use these fringe parks, sometimes as part of car-pooling arrangements.</p>
<p><b>Yes</b> <b>320 - Benjamin Johnson:</b> Sure, this seems reasonable.</p>
<p><b>No</b> <b>321 - Felice Di Napoli:</b> Increasing fees doesn't help.</p>
<p><b>No</b> <b>326 - Matt Swank:</b> The only way I would support this is if parking was free nights and weekends for 120 minutes.</p>
<p><b>No</b> <b>329 - Angela Swank:</b> we already pay so much in parking.</p>
<p><b>No</b> <b>330 - Guest Tritt:</b> see comments to TR94-19</p>
<p><b>No</b> <b>339 - Craig Slack:</b> I Sail at weekends from RPNYC and live out of Wellington, so need to park in Oriental Bay as I could have up to 30kgs of clothing and gear with me for my yacht. This extra cost following hard on the heels of removing free parking at weekends will force me to park on Mt Vic and further along Oriental Bay. I cannot use public transport for this journey due to equipment.</p>
<p><b>No</b> <b>340 - Sue Varney:</b></p> <p>This proposal is ridiculous: I live in Ngaio but work near the basin reserve. Doing this journey by public transport would involve walk, train and bus, taking over an hour each way and approximately \$15 return. Additionally we do not have a snapper or AUT type system that conveniently allows passengers to use one form of payment on both bus and train. The bus and train services in Wellington are already over full with not enough bus or train drivers. I earn \$20 per hour. The \$1.50 an hour is affordable, particularly if I drop my partner in town on the way and pick him up on the way home. He is quite happy to have a lift since his regular</p>

trains are now bus replacements due to a lack of drivers. A 67% increase is grossly unfair and makes my job uneconomic. There are no other parking options.

**No**

**343 - Tania Cotter:** The bus system (since July 2018) is unreliable, expensive and time-consuming. It is no longer the best option when one wants to pop into the city for an errand or appointment. Please don't penalise Wellingtonians further by increasing parking fees, until the bus system is fixed.

**Yes**

**344 - Linda Beatson:** I agree with the increase in rates for these areas. At present it is ridiculously cheap to park in these areas, and this needs to change. Just a short distance away the price of street parking is higher, it is much more expensive to park in privately owned longer term car parking buildings or spaces and the prices should be comparable.

**Yes**

**345 - Tristan Campbell:** Ensure parking is available and cars not congesting the road circulating looking for a park.

**No**

**346 - Pedro Morgan:** Thank you for the opportunity to make a submission on the proposal to increase parking charges.

I am making this submission on behalf of the Royal Port Nicholson Yacht Club Inc. Neither I nor the Club agree with the proposed changes.

We were disappointed to learn of the proposal relatively recently. The proposal came to our attention not from the Council (despite the Council being well aware of our sensitivity to parking issues) but from a third party. Given the Council's recent engagement with us on other parking matters, I was surprised that we were not contacted directly.

You propose to increase the parking charge from \$1.50 per hour to \$2.50 per hour.

The effect of the charges is that our members, volunteers, staff, and sailors would be required to pay even more for parking than is already the case, as much as \$25 per day. This will have a negative effect on our membership, and participation in the sport of sailing generally.

At present, our members, volunteers, staff, and sailors utilise on street parking, primarily on Oriental Parade, in the evenings and at the weekends.

The group I am most concerned about is our volunteers. A typical race day (normally a Saturday or Sunday) calls for a 6-8 hour contribution from a group of about 7 volunteers. Four volunteers will operate our race office, and three more will crew our rescue boat. A typical day will see this group arrive at 10 or 11 am, and remain until 5 or 6pm. During a regatta, a group of about 15 volunteers will arrive at about 8 am and remain until 6 or 7 pm.

We have about 25 weekend race days a year, plus at least six further regatta days per year. One effect of the parking charge proposal is therefore to ask our volunteers to pay as much as \$5,750 per year help run our sport. Unlike rugby and football, we require volunteers for long periods of time, and that already makes it difficult to find volunteers. It would be naive to think that these increased charges won't make it even harder to find volunteers. Without volunteers, our sport cannot operate safely.

I am also concerned about our staff, in particular the instructors at our sailing school. These instructors run learn to sail and sailing skills courses, and also deliver boating safety education (in the form of Coastguard Boating Education courses). Across a year, our instructors spend about 400 hours teaching at weekends. Therefore, one more effect of the parking charge proposal is to ask our staff to incur parking costs of up to \$1000 per year while delivering boating education courses. An alternative is that we reimburse their costs, though this would require us to pass those costs on to clients. Note that our members already subsidise our education programmes, including for the general public.

You also argue that increased parking charges will better manage parking demand. But that ignores the legitimate use of the parking resource by our members, volunteers, staff, and sailors.

We have operated on this site and others on the central city harbour's edge for more than 135 years. The Council's earlier attempt to remove car parking from Oriental Parade and limit parking times, the introduction of parking charges, and the current proposal to increase parking charges, discourage participation in the sport of sailing. Unlike other sports, which can operate from suburban playing fields and school facilities, we can only



operate from the edge of the harbour. As the majority of our members' boats are at the Chaffers Marina and Clyde Quay Boat Harbour, we can really only operate from the central city. This means that our members, volunteers, staff and sailors will always have a need for day long parking near the central city water's edge. As much as we would wish otherwise, we can never realistically expect to develop our own private parking resource in the vicinity of our Clubhouse.

I would like to make a submission in person to the Council. I would appreciate it if you would pass my request on to the relevant committee chair for their consideration.

Thank you again for the opportunity to make a submission on the proposal to increase weekend parking charges.

**No**

**347 - Craig Ryburn:** I can only speak to the issues around the metered parking outside of our premises on Oriental bay as this is the only area of this proposal I have knowledge. The city fringe parking during weekdays is already very under utilised - occupancy rates must average less than 50% (I'm sure council have this data), and on some days would be lucky to be 25%. I cannot see how a rise in fees is justified on this basis. On sunny summer weekend days the area can be busy because of people heading to Oriental Bay beach. Ironically the area closest to Oriental bay is a coupon parking zone and is free to park all day during the weekend. The introduction of parking fees in the weekend outside Wellington Ocean Sports has already seen parking harder to find in the coupon parking zone as people park here to avoid the metered parking. An increase in these rates during the weekend will further exacerbate this problem.

This proposal will not improve access to parking and has the potential to make parking worse for beach goers in the weekend. While it may raise some additional revenue for council, the council need to realise the impact it has on local businesses and facilities. Under this proposal people coming to do a boating education course on a weekend at Wellington Ocean Sports could end up paying \$25/day more than they did 12 months ago. As a non profit we work hard to keep the costs of boating education down for members of the public. This increase in parking costs will effect people's access to our services.

**No**

**348 - Kelvin Payne:** If we want to encourage cars to stay out of Wellington CBD then perhaps maintaining a large price differential will encourage more people to park on the outskirts of Wellington and walk/use public transport rather than driving further in as it isn't much more expensive. Four hours at \$2.50 is \$10 which is more than the current rate for a daily coupon park.

**No**

**353 - Sophia Grey:** See submission

**No**

**354 - Katharine Amos:** Increase of 66% is too large to make in one go.

**No**

**355 - Tony Randle:** The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.

- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

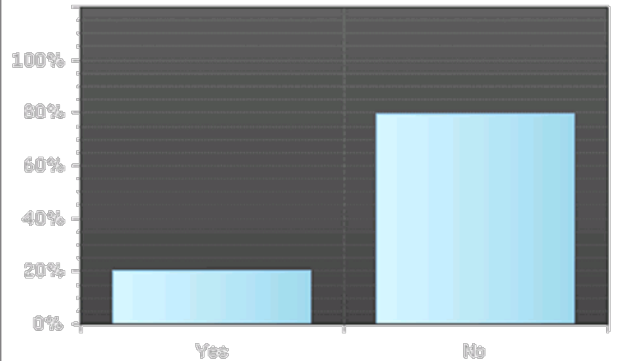
Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

**Yes**

**358 - John Milford:** See TR90-19 for submission

**Category Name: 5-TR 94-19 CBD, Increase in Metered Parking**

Decision Sought	Number of submitters who selected this option	%
Yes	61	20.47%
No	237	79.53%

<p><b>5-TR 94-19 CBD, Increase in Metered Parking</b></p>  <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>20%</td> </tr> <tr> <td>No</td> <td>80%</td> </tr> </tbody> </table>	Response	Percentage	Yes	20%	No	80%	
Response	Percentage						
Yes	20%						
No	80%						
<p><b>Submitters for this question</b></p>							
<p><b>Yes</b> <b>1 - Peter Kelly:</b> This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.</p>							
<p><b>No</b> <b>2 - Bryan Pope:</b> I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.</p>							
<p><b>No</b> <b>5 - Shane Beverley:</b> I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>							
<p><b>No</b> <b>6 - David Moon:</b> Parking is not reflective of costs, and will put people off from coming into the city altogether</p>							
<p><b>No</b> <b>10 - Reuben Marra:</b> Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.</p>							
<p><b>No</b> <b>12 - Ash Wang:</b> Increasing the parking cost will discourage people driving to city and spend their money on</p>							

the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!
<b>No</b> <b>15 - Susan Henry:</b> I disagree with increasing metered parking costs. It's too much
<b>No</b> <b>19 - Shaun Swan:</b> ha, already hard to find street parking you think increasing it will make it easier?!
<b>No</b> <b>21 - rachael jones:</b> Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.
<b>No</b> <b>22 - Sheridan Irain:</b> No, there is already enough and the increases are already high.
<b>No</b> <b>26 - Dan Squire:</b> Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life  stop being greedy
<b>No</b> <b>35 - E Solomon:</b> A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.
<b>No</b> <b>36 - Steffi Van Lith:</b> Please see previous submissions on financial strain
<b>No</b> <b>37 - Jason Coleman:</b> it's difficult enough to work, live or drive to the city increasing costs when they are already so high is ridiculous. Wellington cost of living is crazy. This plus the fact that the prices are going up because "increased demand" due to bus routes and cycle ways is insane. No one wants these we want our parks. There's no reason to increase parking fees you just increased fees within the last year. Money grabbing
<b>No</b> <b>47 - Georgina Kelly:</b> People are already paying heaps if money to live in this city and now you want to make it harder for them to go out around the city.
<b>No</b> <b>51 - Sian Parry:</b> stop increasing parking prices, nobody wants to be in the city anymore
<b>No</b> <b>54 - Jarrod Bidois:</b> parking is too expensive already
<b>No</b> <b>59 - Timothy Keats:</b> chill please
<b>No</b> <b>63 - Isabella Sutherland:</b> Direct tax on the poor who are car dependent. If you increase charges for those using car parks in an effort to discourage people using cars in the first place, you should offset this with a reduction in public transport costs. Or better yet, make public transport FREE and then price/wealth is not a barrier to use for people



<b>No</b> <b>66 - Angus Lindsay:</b> Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
<b>No</b> <b>68 - Krysana Hanley:</b> If you increase the cost of CBD parking you are effectively taking away time and money from people who are travelling in town to shop/work. In order to sustain a healthy economy and support local businesses, accessibility must be in the front of our minds. Increasing this cost will reduce people from further out of town from coming in.
<b>No</b> <b>71 - Victor Chang:</b> This would discourage anyone in the outer suburbs from visiting the CBD.
<b>No</b> <b>73 - Charlotte Daniels:</b> I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.
<b>No</b> <b>75 - Jolon Behrent:</b> Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.
<b>No</b> <b>84 - Milind Gandhi:</b> large amount is getting increased for residential
<b>No</b> <b>88 - Tamara Wilson:</b> City parking is already \$4.50 an hour! This honestly just seems ridiculous. Improve your bus system if you wish for people not to drive into Wellington.
<b>No</b> <b>91 - Darren Stafford:</b> Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.  It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.  Spots within the CBD, which were previously free on weekends, are now charged for. You've had your increase there. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.
<b>Yes</b> <b>93 - Nicola Stout:</b> Give 1 hour free parking at the existing metered spots throughout the city and then charge 3.50 per hour (still cheaper than \$4.00 per hour private parking buildings).
<b>No</b> <b>101 - Rebecca Lyons:</b> it's already enough
<b>No</b> <b>107 - Guest Blackshaw:</b> people already can't afford to park in the city and the bus system has become a joke. Buses turn away people because they are too full because they are running extremely late. It's ridiculous to make people pay more for parking after you screwed up a perfectly fine bus system.
<b>No</b>

<p><b>113 - Emma de Wit:</b> do you have any lens about how much you're already loathed for your parking policies?</p>
<p><b>No</b></p>
<p><b>118 - Jack McPherson:</b> Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p><b>Yes</b></p>
<p><b>127 - Dan Lord:</b> yes</p>
<p><b>No</b></p>
<p><b>128 - Kirsty Rose:</b> Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p><b>No</b></p>
<p><b>129 - Jakob Coker:</b> Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p><b>No</b></p>
<p><b>130 - Courtney Hutchinson:</b> I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p><b>No</b></p>
<p><b>137 - Ashton Abou-Antoun:</b> \$4.50 an hour is outrageous for parking. Only the wealthy will ever be able to afford to park in the city. It feels as though the council is completely hostile towards its citizens whose job it is for them to serve. If the proposed changes go through most likely people will just park while avoiding payment by either parking in stores / supermarket car-parks or parking on council parks without paying the meter as paying a ticket costs roughly the same as paying for a days worth of parking.</p>
<p><b>No</b></p>
<p><b>138 - Samantha O'Hara:</b> Parking is already incredibly expensive!!!</p>
<p><b>No,No</b></p>
<p><b>141 - Katherine Mitchell:</b> I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?</p>
<p><b>No,No</b></p>
<p><b>141 - Katherine Mitchell:</b> It is already expensive for my visitors to park. Will also affect people coming to the area for shopping.</p>
<p><b>No</b></p>
<p><b>146 - Anneke Wilson:</b> Parking in Wellington is already expensive enough and you have increased it include weekends. It puts people off travelling into the city, due to the extra incurred costs. parking is already expensive enough.</p>
<p><b>No</b></p>
<p><b>148 - Hannah Megennis:</b> ref to previous comments</p>
<p><b>No</b></p>
<p><b>151 - Courtenay Parkes:</b> this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council</p>
<p><b>Yes</b></p>
<p><b>159 - Gabrielle Watson:</b> if ppl want to park cbd they should pay.</p>
<p><b>No</b></p>

<p><b>163 - Guest Rogers:</b> Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p><b>No</b> <b>169 - Elliot Smith:</b> It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.</p>
<p><b>No</b> <b>175 - Jasper Healey:</b> cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election</p>
<p><b>No</b> <b>185 - Jevon Wright:</b> I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p><b>No</b> <b>199 - Guest Randall:</b> there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.</p>
<p><b>No</b> <b>200 - Flynn Everingham:</b> it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased</p>
<p><b>No</b> <b>201 - Jeff Soukotta:</b> Inner city parking is already very expensive. Further increasing rates will simply drive people to other towns that aren't charging as much, if at all.</p>
<p><b>No</b> <b>203 - Guest Last:</b> it is already overpriced to visit CBD. Rate payers who now have to get 2 buses and pay higher fees for the Privilege should be able to park for reasonable price.</p>
<p><b>No</b> <b>205 - Ashleigh Parrott:</b> same as above</p>
<p><b>No</b> <b>207 - Julia Stevens:</b> No, this will discourage people like me from spending large amounts of time in the city participating in events, shopping, eating and the market. Parking and the cost of living here is already expensive enough.</p>
<p><b>No</b> <b>208 - Kathrin Strati:</b> This is pure money grubbing! It costs enough as it is. Maybe work with GWRC and get the buses working!</p>
<p><b>No</b> <b>219 - tel pet:</b> There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p><b>No</b> <b>222 - Eleanor Jolly:</b> It is expensive enough already. In addition with the new meters with the light sensors I</p>

am sure council income has increased and this could help cover the costs.
<p><b>No</b> <b>226 - Donna Wheeler:</b> Why does it cost more to 'maintain' a park in Wellington as opposed to Lower Hutt where most parking is free. The public transport system is a complete mess! If I were to come in to shop of for an appointment, I already pay a fortune to be on time. There should absolutely be no increases until you resolve the Wellington commuter issue.</p>
<p><b>No</b> <b>227 - Emily Leopold:</b> too expensive already. Where are the increase in wages to cover this? Not only parking but rent, power, petrol. Wellington is becoming a joke</p>
<p><b>Yes</b> <b>229 - Neale Jones:</b> Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles.</p>
<p><b>No</b> <b>231 - Ross Wakefield:</b> I strongly believe that the \$3/hr and \$4/hr parking zone fees should <u>not</u> be increased by \$50c/hr.</p> <p>This will likely act to further discourage consumers coming into the CBD for short visits.</p>
<p><b>Yes</b> <b>233 - Michael Lowe:</b> Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.</p>
<p><b>No</b> <b>236 - R Fisher:</b> already expensive enough. public transport is average at best and worse on the weekend and unreliable. especially in winter and hard with children etc. Most city car users are also rate payers on Wgtn region.</p>
<p><b>Yes</b> <b>238 - Patrick Morgan:</b> On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.</p>
<p><b>No</b> <b>244 - Ainsley Harris:</b> Parking in Wellington is already expensive enough as it is. \$4 an hour for parking inner city and most people use the PayMyPark app or credit card which then incurs an additional \$.50 fee - it's so expensive already. Living in Wellington is difficult as it is and parking increases do not need to be made. Weekends went from being free to pay parking, which is enough already.</p>
<p><b>No</b> <b>245 - Natasha Wall:</b> Metered parking is already ridiculously expensive.</p>
<p><b>No</b> <b>247 - Stephen Carey:</b> over priced already</p>
<p><b>No</b> <b>254 - Guest Cook:</b> essentially \$5 AN HOUR? Sounds extortionate</p>
<p><b>Yes</b> <b>258 - Matt Lemmens:</b> This seems reasonable given the current 3.50 area seems just as busy as the current \$4.50 area. If this is going to be seven days a week then the public transport needs to provide the same convenience as it does during weekdays.</p>



<p><b>No</b> <b>268 - Magenta Mudgway:</b> Parking in the CBD is already very high and an increase makes it less accessible for everyone to afford.</p>
<p><b>No</b> <b>280 - Gregory Kent:</b> But \$2, \$3, and \$4 would be okay.</p>
<p><b>Yes</b> <b>283 - Grant Buchan:</b> I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p><b>No</b> <b>284 - Kate McCracken:</b> Too expensive. The council already spends money irresponsibly. They do not need more money at their disposable - constant road works to do up roads that are completely fine are so unnecessary and I'm disgusted that they are requesting more money from the people of Wellington. I'm embarrassed of the direction this council is going in with the reckless unnecessary spending.</p>
<p><b>Yes</b> <b>291 - Simon Ross:</b> All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p>
<p><b>No</b> <b>296 - James Dias:</b> CBD Parking is already very expensive. Consider providing more parking spaces by providing parking in buildings. Permit 2 hour free and then start charging.</p>
<p><b>Yes</b> <b>297 - Zoe Mack:</b> Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p><b>Yes</b> <b>298 - Patrick Wilkes:</b> Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p><b>No</b> <b>303 - M Horan:</b> same as above</p>
<p><b>No</b> <b>304 - Alistair Stewart:</b> Central city is already under threat from the deadening effect of earthquake related building closures, further increases in parking charges will further destroy Central Wellington as a preferred shopping destination.</p>
<p><b>No</b> <b>320 - Benjamin Johnson:</b> I think the current pricing is sufficient.</p>
<p><b>No</b> <b>326 - Matt Swank:</b> The cost of public transport is too high. Don't penalise people who only need to be in the CBD for an hour or two.</p>

<p><b>Yes</b>  <b>327 - Tim Jones:</b> While I agree with this increase, I would prefer to see a steeper increase in CBD parking charging, to discourage this very inefficient use of road space and make it easier for WCC to implement its sustainable transport hierarchy and focus on creating streets that have adequate room and provision for people using the footpaths, using bikes and other forms of micro-mobility, and using dedicated/priority public transport lanes.</p>
<p><b>No</b>  <b>328 - Oban Grobler:</b> I feel the costs at present are extreme enough. As it is there is not enough parking in the city and making the little that is available more expensive will make it even more difficult for people who need to bring their vehicles into the city. Whilst I understand that the council is keen for everyone to use the busses and or train it is not always feasible particularly for older people or people that need their car whilst in the city to get to various appointments etc. The cost of living in the city is already high enough without adding extra costs to what is already a load.</p>
<p><b>No</b>  <b>329 - Angela Swank:</b> Free weekends are no more, why do they need to increase fees when they already are collecting so much from the weekend.</p>
<p><b>No</b>  <b>330 - Guest Tritt:</b> The justification for this change is illogical - the council states that the number of parks are reducing (being taken away by the council) - wouldn't this therefore reduce the maintenance costs as are less to maintain. You are also now getting new revenue from weekend charges recently introduced. There is no evidence provided or logical rational for why costs should increase.</p> <p>Also, removing car parks does not assist in making the city more accessible. People can already walk on footpaths (if the distance is manageable), cycling is only adopted by most (of the 2% that even cycle to begin with) in fair weather and is only possible for certain individuals (not young families, those who are not physically able and elderly for example) and the public transport system is grossly inadequate.</p>
<p><b>No</b>  <b>340 - Sue Varney:</b> Does not support retailers in the cbd</p>
<p><b>No</b>  <b>343 - Tania Cotter:</b> The bus system (since July 2018) is unreliable, expensive and time-consuming. It is no longer the best option when one wants to pop into the city for an errand or appointment. Please don't penalise Wellingtonians further by increasing parking fees, until the bus system is fixed.</p>
<p><b>Yes</b>  <b>345 - Tristan Campbell:</b> Yes price should be at a level that ensures parks are available for those that really need a park.</p>
<p><b>No</b>  <b>354 - Katharine Amos:</b> Increases of 16% (.50 on \$3) and 12.5% (.50) are too large in one go.</p>
<p><b>No</b>  <b>355 - Tony Randle:</b> The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally <b>opposes them</b>. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).</p> <p>The reasons for the JCA position are as follows:</p> <ul style="list-style-type: none"> <li>• Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.</li> <li>• Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the</li> </ul>

move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.

- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

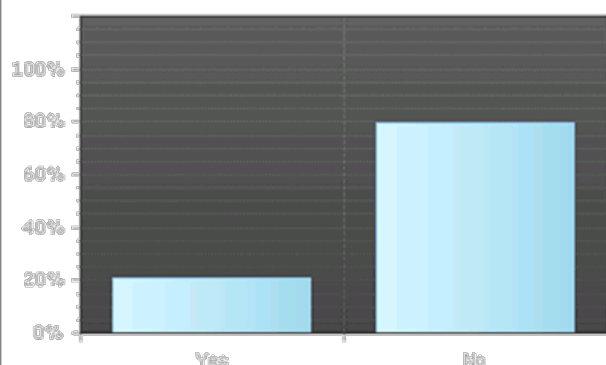
**Yes**

**358 - John Milford:** See TR90-19 for submission.

**Category Name:** 6-TR 95-19 Residents parking Zone, Increased Residents Permits

Decision Sought	Number of submitters who selected this option	%
Yes	67	20.62%
No	258	79.38%

### 6-TR 95-19 Residents parking Zone, Increased Residents Permits



#### Submitters for this question

##### Yes

**1 - Peter Kelly:** This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.

##### No

**2 - Bryan Pope:** No. Unless you can demonstrate you are somehow providing a demonstrably better service, why should people be paying more. This is just a shameless revenue grab. How about we try cutting costs, like maybe some of those massively expensive, under-utilized cycle-ways you keep putting in.

##### No

**3 - nathan rose:** residents parking can easily be abused by selling your discounted space to somebody else

##### Yes

**4 - Jeanie McCafferty:** Parking in Wellington will still be too cheap, should be more expensive to park in Wellington. Do you have any power to tax private car parks and parking buildings too, if you do the this should be done too. Or another way should be found through rates?

##### No

**5 - Shane Beverley:** I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many car parks but we don't have coins or credit card. groan, grumble!

##### No

**7 - Kassie Mercer:** people already have to pay to park at their own house stop ripping them off even more

##### No

**10 - Reuben Marra:** Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.





park. We ended up selling our car because it was costing too much to park it. This is pure greed.
<p><b>No</b></p> <p><b>32 - Ryan Kilkolly:</b> the system is already broken - there isn't enough parks in most suburbs. The council shouldn't be taking more money of people for arbitrary reasons. Most people see nothing positive come out of the council, just constantly trying to milk more money out of everyone. Give the working man a break for once and try working FOR the people like we elected you to do instead of taking our money!</p>
<p><b>No</b></p> <p><b>33 - Madeleine Smith:</b> this is ridiculous. Paying \$126 a year is plenty. Increasing the parking for residents is a bad idea as many of us do not have any options for off street parking. I strongly object to this</p>
<p><b>No</b></p> <p><b>34 - Callum Riach:</b> As far as I'm concerned the cost of a resident's park should be a token amount for no other reason than to establish that the applicant exists. There is no need for an increase in fees, and especially not a jump of this size.</p>
<p><b>No</b></p> <p><b>35 - E Solomon:</b> A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p><b>No</b></p> <p><b>36 - Steffi Van Lith:</b> One of the reasons I moved from the city to the suburbs was that I had to pay a ridiculous amount for the car I share with my partner. Even paying didn't guarantee me a park as it was also a coupon zone. There were plenty of times people were illegally parked taking up valuable residents spaces and no warden to be seen. It was a nightmare. Increasing your revenue won't increase the car parks or wardens in residence areas. You are just s hurting the pockets of those that need vehicles.</p>
<p><b>No</b></p> <p><b>37 - Jason Coleman:</b> This is the most insane. What are we supposed to do just not have cars. Residents should have access to at least a free park per household paying to park around where you live in an unguaranteed spot is stupid. It's just punishing the Wellington community, Wellington builds houses on hills and around areas where its impractical for dedicated parking spots. It's ridiculous to charge for someone to park where they live let alone this massive increase which is unwarranted. This is money grabbing at its finest you hungry pigs</p>
<p><b>No</b></p> <p><b>42 - Grace Cantrick:</b> BIG NO residents parking is for those mostly who can not afford a big house with a garage. To then have to pay to park on the street is ridiculous anyway.</p>
<p><b>No</b></p> <p><b>43 - E James:</b> For most, living in Wellington is already expensive due to rent prices. Having to pay to park your car outside your house is already expensive compared to other cities. It's just not affordable for those on lower incomes like me. It would eat into my personal money for things like medical bills and healthy foods. A 54% increase is huge and not in line with inflation. The cost of roading would exist whether or not my car is parked on it and having it parked is not increasing the cost. Many Wellington homes do not have off street parking, such as my own rented home. I have no choice but to pay for parking and I do require a car for my day job due to the nature of it. I find this increase to just be financially punishing those of us that don't have other choices.</p>
<p><b>No</b></p> <p><b>44 - Geoff Young:</b> No, as a resident that does not have any OSP available at my home, it is absurd to have a fee of close to \$200 p.a to park on the street on what is considered my home. The permit is also not guaranteeing a park, and therefore such high fee is very unreasonable. I do however agree to a reasonable</p>

increase in line with inflation, but not a greater than 50% price increase.
<b>No</b> <b>45 - Alicia Howe:</b> it is grossly unfair to increase charges for residents to park outside their own homes, especially so far from the CBD
<b>No</b> <b>47 - Georgina Kelly:</b> People should not have to pay extra to be able to park where they live. It's not always guaranteed that they will even get a park when paying that money.
<b>Yes</b> <b>50 - Abby Malcolmson:</b> but upping the cost of residents parking is just rude and unacceptable. I need a car for health reasons so I need residents parking and you want to charge me more t to park my car outside my own house ? When I need a car for medical reasons ? Rude
<b>No</b> <b>51 - Sian Parry:</b> stop increasing parking prices, nobody wants to be in the city anymore
<b>Yes</b> <b>52 - Joseph Shannon:</b> Increase should be greater.
<b>No</b> <b>54 - Jarrod Bidois:</b> parking is too expensive already
<b>Yes</b> <b>59 - Timothy Keats:</b> I'm fine with this
<b>No</b> <b>61 - Jessica Smith:</b> Considering a lot of houses in Wellington do not have driveways, the only alternative is on-street parking. Increasing the prices is just making it less efficient for individuals to be able to get to their Jobs, University etc. Without my car in Wellington, I would not be able to go to the places I can and I would not be able to afford the increase in the price either considering the petrol in Wellington CBD is already at \$2.30.
<b>No</b> <b>63 - Isabella Sutherland:</b> Residents are already at a disadvantage because their property does not include a car parking space, and have to pay for the residents permit as it stands. It seems unfair to increase the charge when nothing about the service / permit is improving
<b>No</b> <b>64 - Guest Calvert:</b> Wellington is the only place I have ever lived (in NZ or overseas) where I have been required to pay to park outside my own home. I would have gotten rid of my car had there been a reliable public transport system in place, however due to the fiasco that has been the "upgrades" to the bus system over the last year I have very little faith that there will be any improvements in that area sometime soon. Wellington City Council are also the most stringent I have ever seen in enforcing parking fines (including refusing to waive a fine that I incurred as a volunteer firefighter, responding to an incident in my own vehicle) so I'm sure plenty of money is made that way without further charging people with a legitimate right to park on their owns streets. It says this increase is to better reflect the value of the land - Wellington rent prices have already been hitting record highs. If you are looking to push people out of Wellington and into the Hutt Valley or beyond, the Council is definitely heading in the right direction, which is a shame because I love this city.
<b>No</b> <b>65 - Laurie Hyde:</b> You are intending to restrict access to parking to residents and people of the city who have no other option. Yes, it is important for access to walkways and cycle paths but it shouldn't be at the detriment to residents of this city who require vehicles. You have citizens who have no other options, disabled, financially restricted and by cutting out the number of and the accessibility to these parks, you're putting even more pressure on people who choose to live in this city. Actions like this restrict who can live where, and when it's already hard enough to find a house, let alone one with an off-street park. This pushes people and business

out of the city, and will cause more disruption than it will benefit. Rethink it please.
<b>No</b> <b>66 - Angus Lindsay:</b> The council already generates horrendous amounts of capital from inadequate parking in residential areas. This is not good enough.
<b>No</b> <b>67 - Lisa Seddon:</b> please don't increase resident and coupon parking.
<b>No</b> <b>68 - Krysana Hanley:</b> The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldn't have to pay more just because their residence doesn't have a driveway/parking.
<b>Yes</b> <b>69 - Matthew Gibbons:</b> The amount charged for residents parking is still very low in relation to the private benefit. It is much lower than people pay for a bus pass for just two months. In inner city suburbs a charge of \$1,000 per year could easily be justified. This would encourage people in inner city suburbs to think about whether they really need a car. Those who do might move to an outer suburb where car parking is more abundant.  Parking charges should increase as frequently, and at least by the same percentage amount as bus fares.
<b>No</b> <b>70 - Sophie Greaney:</b> I am a student who needs my car to travel to and from my part time job and university. This increase is very expensive for me and unnecessary to increase it by such a large percentage. Thank you
<b>No</b> <b>71 - Victor Chang:</b> This would just be a penalty on the low-income people who require a vehicle for work/school/dependents
<b>No</b> <b>72 - Milla Bertoldi:</b> Do something useful with the money you get from parking. We all know it's going to go straight back into the pockets of council members.
<b>No</b> <b>73 - Charlotte Daniels:</b> I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.
<b>No</b> <b>79 - Jessa Thompson:</b> I cannot afford residents parking currently let alone under the new proposal. Also in Aro Valley there is no free parking near my street and we do not have a garage or driveway for that matter, where am I meant to park?
<b>No</b> <b>81 - Steven Job:</b> Resident Parking should be free, or a minimal charge to obtain a permit that lasts multiple years. Due to the nature of Wellington's geography, many properties don't allow off the street parking, so concessions should be made to residents of the city.
<b>No</b> <b>83 - Holly Mcwhirter:</b> students struggle to pay rent as it is. We are one of the most expensive cities in the country for rent and now parking may go up? How is that fair?
<b>No</b> <b>84 - Milind Gandhi:</b> large amount is getting increased for residential



<p><b>No</b> <b>85 - Greer Dalziel:</b> I would feel as though I am being robbed. I can barely afford it as it is. It's an absolute rip off. I can't afford this and would mean I will have to move. Does not need to be changed at all</p>
<p><b>Yes</b> <b>87 - Connor Wallis:</b> The current rate is already too much. Why should I need to pay to park outside my own house? Lower the cost if anything</p>
<p><b>No</b> <b>88 - Tamara Wilson:</b> residents parking fee should be an administration fee only. Why are you attempting to profit off this? To purchase a house in Wellington you should have a right to an off street park. Sure, for a fee because Wellington is so busy, but is it really necessary to increase by \$50+?</p>
<p><b>No</b> <b>91 - Darren Stafford:</b> What an absolute gouging as well here. Again, no costs going up, just this mythical concept of value of these going up.</p> <p>You've already hit up residents for above CPI increases in the rates - often to fund ridiculous projects like that absolute lunacy in Taranaki Street. An abject failure that was. And now, you propose that there's an increase in value - created from what and by whom ? I know - rhetorical question - because it's nothing and no-one. People have already paid for that.</p> <p>How about this for an alternative. Charge the people using bikes. Council has invested a lot of ratepayers money in that area, and for what financial returns ? Nothing. It is this action, which has reduced the number of carparks that is a key driver of the perceived "value" increase here due to supply of these being lessened, but demand not decreasing. So charge those who get the benefit. The bike riders. Put a levy on them for the additional services that have been provided to them. Perhaps a bike tollway even. They have received the value, and should bear the cost - not those who actually now have less parking options and a lesser service value.</p>
<p><b>Yes</b> <b>93 - Nicola Stout:</b> I only agree with this if you're also increasing the number of residents parking in densely populated areas</p>
<p><b>No</b> <b>94 - Leah Lewis:</b> What a complete rort increasing the parking fees for residents. My daughter has moved into a flat in my Vic and gets 240 dollars a week to live as a student. Find some other way of funding your jobs</p>
<p><b>No</b> <b>100 - Nancy Luu:</b> Resident parking is not being checked properly, some don't pay for a permit but are still able to park after 5pm to 7-8am next day. So what's the point of increase the cost? Should the checking have been done more thoroughly?</p>
<p><b>No</b> <b>102 - Mara Kerschbaumer:</b> ABSOLUTELY NOT. An increase to \$195 is completely and utterly ridiculous. If this isn't a revenue gathering scheme I don't know what is. Personally I struggled to afford the \$126 upfront let alone \$195. People like myself who are students or live pay check to pay check will really struggle with this increase. I am completely and utterly against proposal.</p>
<p><b>Yes</b> <b>109 - Kurt Sharpe:</b> I support this proposal with exception for people with disable parking authority.</p>
<p><b>No</b> <b>113 - Emma de Wit:</b> As stated, I'm not sure how you justify residential parking as priced above an admin fee in the first place, so increasing the cost of it, why this amount per car.</p>
<p><b>No</b></p>

<p><b>117 - Steven Cromb:</b></p> <p>The logic behind this is flawed. "increasingly parks are being permanently removed" into "people who use the parking spaces should contribute more" makes no sense. It sounds like "Lets deliberately decrease supply while not addressing demand and make them pay for it". How about the council shows the people their effort to increase non-predatory parking (e.g. not Wilson) in the CBD before asking for more money.</p> <p>The size of the increase is outrageous too. Increase in residential parking to 150%? That's an impossible increase to budget for. A limited increase yearly is fair but this is ridiculous.</p>
<p><b>No</b>  <b>118 - Jack McPherson:</b> Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p><b>No</b>  <b>120 - Jenna Randall:</b> I already pay for residents parking every year. It is barely enforced on my street so I can never find a place to park, and too many permits are given out in the first place. I think it's ludicrous that city council is proposing forcing me to pay more for something I cannot use because they don't properly enforce it.</p>
<p><b>No</b>  <b>121 - Danielle Henderson:</b> It unfair to hinder us further. Just because we were unable to find a house with an on premise carpark doesn't mean we should be punished for owning a car. Increasing this fee adds extra strain for those who need their cars for work, health, etc.</p>
<p><b>No</b>  <b>123 - A Kelly:</b> Residents are already paying enough to park their cars. Residents who park on the street have to park there as they don't have a driveway or on site parking. To be charging more is unfair to people who are just trying to get by, and having a car is a necessity.</p>
<p><b>No</b>  <b>125 - Lucy Kean:</b> Please reconsider such a large increase. This will affect a lot of low income earners who need a car for work and survival. We have just had our first baby and in order for me to stay at home for a short time we have budgeted to the last dollar but are still going into the red each week. This will be another unexpected cost making it even more difficult to live without severe financial stress. Please, please reconsider.</p>
<p><b>Yes</b>  <b>127 - Dan Lord:</b> yes, and should probably go quite a bit higher</p>
<p><b>No</b>  <b>128 - Kirsty Rose:</b> Vehemently oppose this. It is absolutely not acceptable that residents in suburban areas should have to pay any more than the current extortionate rates to park on the street outside their own homes. The perceived benefits gained by the permit holders are over-valued in your proposal. Frequently residents only parking is sectioned off to allow road works, privately owned infrastructure works or private or public construction works to take place, so it is not even available to the permit holders for many months of the year. You offer no rebate when you allow this to happen by agreeing to "traffic management" plans presented by these various organisations/individuals &amp; provide no alternatives to the permit holders in these areas. There is not enough residents only parking for the residents in any given area in any case, so the amenity provided does not even meet the needs of the community. It is audacious in the extreme that you would consider increasing the cost of such a paltry and insufficient service. It also seems unfair that different suburbs have different rates. The cost of the Wellington road &amp; parking system being so woefully inadequate should be shared equally between all road users.</p>
<p><b>No</b>  <b>129 - Jakob Coker:</b> Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>

<p><b>No</b> <b>130 - Courtney Hutchinson:</b> I think it's ridiculous to charge us residents even more, please have some morals WCC</p>
<p><b>No</b> <b>133 - Chelsie Burnett:</b> People who live in central city should have access to parking where parking is available, and they should have access at an AFFORDABLE rate. I am one of few that has a driveway and therefore I have private parking but for those that don't (most people in Wellington) this will be an unnecessary blow.</p>
<p><b>No</b> <b>134 - Vanessa Coultas:</b> There is no reason for such a price hike. Well above inflation. Sounds like money gathering and for what reason? It's outrageous when we have no where else to park and we are a cornered market. And where will the extra revenue go? I wouldn't trust that it would be put to good use - in the public interests - wasted no doubt on Projects that councillors waste time and money on or for higher Councillor wages.</p>
<p><b>No</b> <b>135 - Moira Aberdeen:</b> the increase is out of order and beyond excessive</p>
<p><b>No</b> <b>136 - Grace Harcourt:</b> Please stop. The fares are outrageous enough already. It is unfair to increase the prices of resident's parking. It's exclusive enough as it is, and you can barely even find a park that's close enough to your house. Paying to park on the street is ridiculous and a really unfair charge, please don't make it cost more.</p>
<p><b>No</b> <b>137 - Ashton Abou-Antoun:</b> The reasoning given that increasing the price will "better reflect the value of the land and parking benefit gained by the permit holder" is completely flawed. The role of the council is to provide basic services and maintenance to the community it serves, not extract as much money as it can justify from them. No extra service is being provided to the residents so why should they be charged more now? The council's mindset of extortion towards car owners in combination with the deeply flawed public transport system has made Wellington only more inaccessible especially for those who live away from the city center or who earn a lower income. Parking in Wellington is already prohibitively expensive, increasing it further will only make the lives of the people here worse not better and should not be implemented. If these proposed changes go through I will make a note of who voted for them and will make a point of voting against those council members in the upcoming local elections.</p>
<p><b>No</b> <b>138 - Samantha O'Hara:</b> All this achieves is driving out lower-income residents from the CBD to the suburbs, stop trying to gentrify Wellington. Parking is already unaffordable. At least lower the cost of public transport and make it more efficient so that people have other ways of getting around!</p>
<p><b>No</b> <b>141 - Katherine Mitchell:</b> If you live in a road you should be able to park in that road. I understand there being a fee for some CBD zones but for residential zones such as Thorndon you are just gaining revenue off of families already paying high costs to live in a city.</p>
<p><b>No</b> <b>144 - Milo Meldrum:</b> THIS LAND DOESNT BELONG TO ANYONE OTHER THAN PAPATUANUKU YOU ALREADY TAKE SO MUCH FOR TAXES. TAKE MONEY OUT OF THE DEFENCE SPENDING BUDGET AND HELP YOUR CITIZENS INSTEAD OF TAXING THEM MORE.</p>
<p><b>No</b> <b>145 - Anna Gilmour:</b> it is quite expensive already</p>
<p><b>No</b></p>

<p><b>146 - Anneke Wilson:</b> Parking is already hard enough to come by in these areas. a lot of times there are far more residents permits/coupon exemptions issued for the area. There is no need to increase the cost when there are already not enough parks as you are making money out of people who cannot even park in the parks in the first place. There has also been a significant drop in the amount of available parks due to the new bust stops for the "bus routes" that were a complete disaster.</p>
<p><b>No</b>  <b>147 - Christine Ogden:</b> NO it's not Fair.</p>
<p><b>No</b>  <b>148 - Hannah Megennis:</b> It's already so expensive. A lot of the people who have to pay for this are poor people who already have to pay an inflated rent for some crappy house which doesn't come with any parking so you have to pay on top of that residents parking. We already pay enough.</p>
<p><b>No</b>  <b>149 - Marlon Richards:</b> Please don't raise the costs, thank you.</p>
<p><b>No</b>  <b>150 - Joanna Newman:</b> This is a big jump in price for Coupon Exemption. I accept that it is reasonable to pay something but those of us who have these permits have no option but to park on the street. I might even consider an increase acceptable if the Council stepped up its monitoring of parking in Coupon Exempt/Residents Parking areas to ensure that people without these rights were not abusing them. In recent years, the Council has done very little policing of vehicles parked without such permits. Long-term parkers without permits in my area have included camper vans and trucks, not to mention cars. If Council was prepared to increase monitoring and fining of vehicles not displaying permits, I might consider the cost increase acceptable - but not until then.</p>
<p><b>No</b>  <b>151 - Courtenay Parkes:</b> this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council</p>
<p><b>No</b>  <b>153 - Cristopher Tika:</b> Resident shouldn't be penalised for your ambition, Mr Mayor.</p>
<p><b>No</b>  <b>156 - Ariana Abbott:</b> As someone who has to pay residents to park near my house, and then ALSO coupon to park near work this is just ridiculous. We Already have a HUGE issue with rent prices in central city, and this is just kicking people down further by dishing them out another unreasonable fee to park at their own house. Terrible idea</p>
<p><b>No</b>  <b>157 - Christine Anderson:</b> As a general comment, can you please reconsider how you advertise these changes? I don't get a newspaper so wasn't aware of these proposals until a friend posted them on Facebook, and this change is quite a lot of money.</p> <p>In respect of this proposal, I don't agree. I am a renter, we have a garage but it's too small to fit a car in. I use my car so I can go to the gym, go supermarket shopping and be able to buy lots of food for my household and visit friends. It is incredibly hard to find a park on Owen Street or the surrounding streets due to hospital workers and visitors. So I have to pay for a residents park. I think it's interesting you say those in a residents park can take up that park all day, well of course it does. I don't have anywhere else to park my car as I have no garage. I can't afford to drive my car to work and pay for parking in the city every day, and I want to make use of public transportation. If I don't park it there where else could I.</p> <p>Obviously I'm concerned about myself and having to pay more to have a car, which improves my quality of life by allowing me to do things I couldn't do without it (ie getting out of the city, being able to buy groceries easily, socialise without getting wet). I don't think that a fee increase is warranted given how little the residents parks</p>



<p>are enforced by wardens.</p> <p>in respect of others, I am concerned that those who aren't able bodied, those that carers, or those who already struggle with money, especially in Newtown, would really find it hard to pay \$200 a year, for having a car which enables them to do so much.</p> <p>My suggestions are:</p> <p>— no increase, or a smaller increase (\$20-\$30)</p> <p>- a means test or a way for those with community services card to receive a discounted rate</p> <p>- consultation with the hospital - they need to have more parks for staff to present them for parking in front of our houses.</p>
<p><b>No</b> <b>159 - Gabrielle Watson:</b> already too hard to actually find a park.</p>
<p><b>No</b> <b>163 - Guest Rogers:</b> Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p><b>Yes</b> <b>166 - Zach Yearbury:</b> As above, residents permits should be further provided to those living in multi unit buildings without garaging services. Parking in the wider Thorndon area is poorly managed and would greatly benefit from further road markings/parking markings which allow people to park appropriately and not take up multiple parks. This on flow from one person parking too far out of a vehicles required space can ultimately lead to areas which may for example be able to fit 10 vehicle to only fit 6-7,</p>
<p><b>No</b> <b>167 - Rachel McConnell:</b> Wellington is already becoming a city that is only affordable for the wealthy. this confirms this. we pay an extravagant amount in rent for our 4 bedroom house; the council only allots us one parking space. it's little things like this that make Wellington miserable for those on the margins and renters. the street parking isn't even safe, cars regularly get broken into or damaged and to pay more when your car premiums are already high because of that risk is too much.</p>
<p><b>No</b> <b>169 - Elliot Smith:</b> Wellington has better public transport than most cities, but it is not as good as it was and this debacle with the buses could easily have been avoided. There are also less parking places than before. Some ratepayers simply depend on cars - particularly the disabled. This plan treats motorists as "cash cows", and if this is done on the pretext of environmental welfare, you are unfairly assuming that all motorists want to destroy the environment. This is certainly not the case! Both local and central governments need to find solutions to Wellington's transport woes in a way which encourages public transport use by MAKING IT BETTER AND MORE ACCESSIBLE, and acknowledging that for some people there is simply no alternative. How about investing in more electric car charging stations and car clubs, such as "ZipCar" in London?</p>
<p><b>No</b> <b>171 - Matthew Dean:</b> My observation is that in parts of the city fringe residents parking spaces are not efficiently used or shared. There may not be enough disincentive for owners of cars with these permits to find more efficient utilisation.</p>

<p>Creating a closer to market cost for resident parking may be a solution to this inefficiency.</p> <p>You proposal discounts the cost of residents parking by 95% (\$2400/year for coupon parking cost and \$120/year for Coupon exemption fee, \$3900/year private uncovered market rate* and \$195/year for a residents permit fee).</p> <p>Up to \$7410 per household per year is a massive discount. What amounts to subsidies of this value should, for the sake of transparency, be supported by improved Council information to ratepayers on how the discount is derived.</p> <p>It is too easy to apply for, and be granted, the creation of a new resident only parking space. The changes give residents a privileged right of ownership of public space in front of their residence(s) at substantially below market rates.</p> <p>I partially support the Council proposal of increasing the costs of parking, especially for residents of inner city suburbs. However;</p> <ol style="list-style-type: none"> <li>1. The 95% residents' discount should be reconsidered, and more information given, for the sake of fairness to other ratepayers</li> <li>2. Based on the 95% discount, the fee of a resident's permit should be over \$195 to make it commensurate with market value an uncovered car park outside the residence.</li> <li>3. Based on the ease of applying for and being granted new resident parking spaces, an assessment of the value of additional restrictions may stem the subsidies available to city fringe residents.</li> </ol> <p>*The current median asking price of private uncovered car parks, listed on Trademe (21 April 2019), in these zones is \$325 per month (your proposal is \$195 per year). A market price of \$325/month does not reflect the additional premium, or utility of having a resident space outside one's residence. Recent standalone car park sales in the zones covered by residents car parking have been over \$100,000. The market premium placed on city fringe properties with private car parking can be over \$100,000. The cost of raising and maintaining this amount of capital significantly exceeds the proposed residents permit fee.</p>
<p><b>No</b>  <b>174 - Calib Pomana-Wesley:</b> its already expensive enough without an Increase</p>
<p><b>No</b>  <b>175 - jasper healey:</b> cost of food and rent rising we can barely afford anything what with the blatant corruption around the shelly bay development and now this! no way am I voting for anyone currently in city council next bi election</p>
<p><b>No</b>  <b>176 - Kirita Escott:</b> North Terrace/Upland Road in Kelburn is a particularly horrible place for residents to find parking. Often we have to park closer to the Kelburn shops and walk home from there. Seeing as more parking spots aren't going to be provided, I cannot see any reason whatsoever for the residents parking fees to increase. Especially when I can't even park on my own street most of the time.</p>
<p><b>No</b>  <b>178 - Cam McNae:</b> Increasing resident's parking prices will have no effect on the demand for parking. If you increase coupon prices this will have a larger impact on reducing demand and then those who are Mt. Vic residents will actually be able to find parking amongst all the coupon parkers.</p>
<p><b>No</b>  <b>180 - Richard Feltoe:</b> Increasing residents parking cost from its current cost is an appalling move by the</p>

council. Not only is not backed by evidence such as keeping increases in line with inflation but rather an arbitrary price jump to increase tax revenue for the council. The most despicable part of this is that it will by and large effect poorer residents and effectively further price them out of living close to the cbd. It is rent seeking and an abhorrent practice that people would expect better of especially from a our council which is supposed to have its residents best interests at heart. Cars aren't evil in Wellington they are a necessity.
<b>No</b> <b>182 - Rachel O Connor:</b> Increasing fees when you are not guaranteed a parking space is ridiculous. Having a car is not a privilege it's a necessity when working late hours.
<b>No</b> <b>185 - Jevon Wright:</b> I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
<b>No</b> <b>188 - Alia Shami:</b> I am strongly opposed to this suggestion. As a renter, this will likely cause me to spend a lot of my extra money, this is so unfair and parking as is, is totally fine. Please find another way to generate funds for yourself, don't increase residents permits. No one apart from residents parks in my area anyway, so what's the point of this increased resident parking? There is no point. It is just incredibly unfair on residents and makes us pay more from our pockets on parking that isn't even safe.
<b>No</b> <b>190 - Guest Osborne:</b> come on they pay enough to live there don't make it harder
<b>No</b> <b>191 - Fiona Curtis:</b> Until public transport is improved, owning a car is a necessity for many residents and the fee shouldn't be increased.
<b>No</b> <b>196 - Guest O'Neill:</b> More than a 50% increase on any service, let alone one that is not optional for many people, is absurd. If you wish to increase residents parking by such an amount, it should be restricted to 10-15% annual increases until the desired cost is reached. I sincerely hope that this absurd and sudden raise in cost for resident parking is abandoned.
<b>No</b> <b>197 - Rose Peters:</b> I am a student that struggles with other financial responsibilities and to have to pay more to park outside my own house is inconvenient and annoying.
<b>No</b> <b>199 - Guest Randall:</b> off street parking can be hard to find and in residential areas families with more cars for a larger family should not be penalised if they pay for on street parking. the increased amount is a ridiculous jump which will get the council a lot of backlash causing other problems. there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
<b>No</b> <b>200 - Flynn Everingham:</b> it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
<b>Yes</b> <b>201 - Jeff Soukotta:</b> Amount seems reasonable.
<b>No</b> <b>203 - Guest Last:</b> I believe residents permits should be revoked in CBD. Residents choosing to live in cbd

<p>should pay coupon prices daily just like other rate payers visiting the city.</p> <p>Suburbs in less prime areas like Kilbirnie / Miramar/ Newtown should be limited by time (ie 120 or 240mins) and not require residents coupons. Residents wanting to have a park should pay encroachment fee not residents parking.</p>
<p><b>No</b>  <b>204 - Mr. Stephen Hebbend-Bach:</b> As most areas that use these have no choice, an increase of this level is unfair and not justified.</p>
<p><b>No</b>  <b>205 - Ashleigh Parrott:</b> This creates a significant barrier to lower income families who are then unable to afford to maintain a car - this restricts work and access to healthcare with further effects on health as a consequence.</p>
<p><b>No</b>  <b>206 - Dylan Kelly:</b> makes it harder for low income earners and students to afford these permits</p>
<p><b>No</b>  <b>207 - Julia Stevens:</b> The cost of renting our townhouse is already high, and we have already cut back from two to one car for reasons including affordability. With a number of residential houses in the city not having a front yard or garage, owners and tenants are required to park their car on the road. Street parking should be made as accessible as possible for residents, including keeping the cost to a bare minimum and providing parking as close to their home as possible. I do not support increased costs for parking cars outside our homes.</p>
<p><b>No</b>  <b>208 - Kathrin Strati:</b> Absolutely not! I pay a fee for a permit to park on the street where I live although a park is not guaranteed - according to Council. Why should I be further penalised just because I own a car and live in the central city? You don't know my individual circumstances and why I need a car? Why should I now pay \$195 for a permit when I'm not guaranteed a park in my street. Why should I pay \$195 for a permit when people from other suburbs park up, don't buy a coupon and then walk to work in the CBD? Why should I pay \$195 for a permit when folks come in on the weekend for an event, park up, don't pay for a coupon and then I can't park when I get home?</p>
<p><b>No</b>  <b>213 - Karen Hebbend-Bach:</b> As the Wellington City Council is removing many car parks from the central city and surrounding suburbs it is becoming increasingly difficult to find a car park anywhere near your residence. I therefore think it is grossly unfair to increase these charges / fees when the council is getting rid of or withdrawing / reducing services to the Wellington communities affected by this. Also residents in some of these areas have no choice but to park in designated Resident Only parking zones as there is no alternative for off street parking.</p>
<p><b>Yes</b>  <b>215 - OLIVER SANGSTER:</b> Overall comment - agree that car parking should be more user-pays, and costs of occupying public space for private benefit should be more reflective of the actual/potential land value / opportunity cost to the community that is "lost" by having a car parked there.</p> <p>Charging for car parking also provides a good incentive for people to use public transport more.</p> <p>So I agree with all of the proposed increases in parking fees.</p> <p>As a Mount Victoria resident, I have no problem with the increase in resident and coupon parking exemption fees. The current fees are too low. Local Mt Vic/Mt Cook/Te Aro etc residents are <u>not entitled</u> to a park their car on a publicly owned street, even if they don't have an off-street carpark. It is by the councils' good grace that resident parking system exists <u>at all</u>. Any opposition on the basis of that sense of self-entitlement should be</p>



<p>ignored by the council.</p> <p>To address the "tax on the poor" critique, perhaps the council meet that halfway by retaining the lower fee, or having a discount, for CSC (community service card) holders, whose car is registered under that name. Uni students should not be exempt.</p> <p>Thanks</p>
<p><b>Yes</b></p> <p><b>216 - Kari Scrimshaw:</b> After living in many large city centres before coming to Wellington I do not assume that street parking is a right of residents rather a privilege and the current cost of residence permits is low. I would like to see some accommodation for those who are eligible for disabled permits in order to support better access for those that may require it.</p>
<p><b>No</b></p> <p><b>218 - Francis Hyland:</b></p> <p>As a resident I have no choice but to park on the street. I don't drive it during the day, instead use a cycle or public transport.</p> <p>Also, it's not a fair system, why should somebody who has off street parking whose driveway takes up the equivalent of a car park not pay for that car space? For example 36 Roxburgh St, Mt Vic has 5 off street car parks and the equivalent of 4 kerbside car parks to service them.</p> <p>I also think that the current fee is more than the actual administration cost, its being used as a revenue generator. It's cheaper to get a 10 year passport.</p> <p>What's the actual purpose of the fee anyway, to discourage driving in the city, typically for a residents car that does not go anywhere?</p> <p>The residents current permit cost is unjust as it is, to increase it is an insult.</p> <p>What do Councillors pay for their council car parks? Are they being reviewed as well?</p>
<p><b>No</b></p> <p><b>219 - tel pet:</b> There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p><b>No</b></p> <p><b>220 - Joseph Winkels:</b> I do not agree with this increase</p>
<p><b>No</b></p> <p><b>222 - Eleanor Jolly:</b></p> <p>I am unsure how much Residents carparking costs to run but suspect it is low.</p> <p>For us in Newtown there are existing and upcoming pressures on the existing parking. These include The Hospitals (there are three), Wilson St cycleway, proposed eVehicle charge parks, and the new 56 new apartments under construction which have no car parks.</p> <p>Newtown also has a high percentage of houses without off-street car parks.</p> <p>During some events we have had non-residents park in the residents spaces causing some annoyance. An added annoyance is that the council is unable to tow these illegally parked vehicles. Not directly related to the costs but it is related to the value.</p>

<p><b>No</b>  <b>227 - Emily Leopold:</b> completely unfair to penalise people because they have to park on the street.</p>
<p><b>Yes</b>  <b>228 - David Mitchell:</b> An increase is necessary, although I would suggest this approach is too limited in scope. I would suggest a higher fee, expansion of the existing areas, a greater proportion of resident to coupon parking, as well as new areas identified in suburbs that do not have any control on their parking. To align with a compact city, as well as being Zero Carbon city, we need to drive less which means having fewer cars. Greater control on parking is an acceptable way to achieve this outcome.</p>
<p><b>Yes</b>  <b>229 - Neale Jones:</b> Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles.</p> <p>The proposed fee, which works out at \$3.75 per day to rent a piece of public land, is extraordinarily reasonable and in my view the Council should be increasing the cost significantly further.</p>
<p><b>No</b>  <b>231 - Ross Wakefield:</b> The proposed cost increase of Resident and Coupon Exemption Parking Permits is excessive.</p> <p>I would support a more modest cost increase e.g. a 25% increase.</p>
<p><b>Yes</b>  <b>233 - Michael Lowe:</b> Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.</p>
<p><b>Yes</b>  <b>234 - Neale Dickson:</b> Still the cheapest bit of land in the city</p>
<p><b>No</b>  <b>235 - Vanessa Harrold:</b> I am totally against this. I am a permit holder myself. It is not the residents you should be punishing with an increase in parking costs, it is the visitors to the area that should be paying the brunt of this rise, not the rate payer. Wellington has traditionally built houses without garaging, meaning that residents have no option but to park on the street. Originally parking permits were designed to allow residents to park near their house. This is no longer the case, and resident parking is harder and harder to find. If you can guarantee a place for my car, I would be happy to pay the increase. Wellington City Council has just approved a new building apartment block housing 50 apartments that does not have its own parking - this is ridiculous. If new building consents do not need to require parking for its residents then WCC is increasing the problem with car volumes on our streets - and thus revenue gathering in the process. You need to stop bleeding your rate payers dry with all these extra added expenses. By all means charge the visitors, who would be happy to pay, but you are disadvantaging your local people with higher rates increase and now proposed higher parking permits. It is hard enough to make ends meet for many Wellington citizens - and now you are now proposing to make it so much harder! Wellington is turning in to an un-affordable city, and we need to stop this.</p>
<p><b>No</b>  <b>236 - R Fisher:</b> No - most people own at least one vehicle and it is hard enough having visitors to my area (Mt Cook) to find a park and then council build more flats / kiwi build housing and takes away car parks from existing residents. it is shameful. also hard for people to afford car park permits if students or low wages. cost of living is already sky high currently and now the WCC want to charge more \$?! spend less on 'art' installations and more on servicing the Wgtn public better with the crazy amount of rates we pay</p>
<p><b>No</b>  <b>237 - adrian woodliffe:</b> this is a significant leap in the proposed fee. we straddle student and inner-city</p>

<p>dwelling in our street. the majority of people that would use the residents parking are younger people as we see it and this proposed fee hike would only make life tougher for that demographic. for us it is about the principle of the increase - it is a significant increase as mentioned and we are opposed to it. if we could use public transport to get to our respective jobs we would but we wouldn't be alone in having to use our car and park it outside our residence. going by the number of residents parking zones in the city this proposed increase is not likely to swell the coffers to any great extent and will only serve to act as a flame to a PR debacle for the Council. please reconsider this action</p>
<p><b>Yes</b> <b>238 - Patrick Morgan:</b> On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.</p>
<p><b>No</b> <b>241 - J Boyle:</b> As it currently is, I have constant problems with trying to find a park anywhere near where I live and frequently have to park in Willis St, pay for parking and move my car every 2 hours. This is mainly due to the fact that the current resident parking spaces in Watson St and Buller St are only available to residents Mon-Fri 8am - 6pm, anything after that it's a free-for-all. The amount of time I spend having to drive around looking for a park is quite frankly, bloody ridiculous ... all because non-residents are looking for free evening and weekend parking with absolutely no time limit restrictions. I have to go through this drama almost every weekend and usually Thursday and Friday evenings, it really is beyond a joke.</p> <p>So no, I certainly don't agree with having to pay even more for a resident permit while the current restrictions remain in place. If the current resident parking in these streets were to change to 'resident parking at all times' then yes I would be more agreeable to this fee increase. At the moment I don't see why I should pay even more for a resident permit when a non-resident can park there anytime Mon-Fri from 6pm - 8am and all day during the weekends completely free.</p>
<p><b>No, No</b> <b>242 - Scott Sargentina:</b> This proposal is so bereft of merit and so lacking in science or research (or common sense) that I request the ability to make a submission in person.</p>
<p><b>No</b> <b>243 - Anita Maitland:</b> This is very unfair to the residents, as we already have to pay enough in rent as it is. This council is all about spending and taking away from us, they have no idea about budgeting at all. The cost of living has gone up ten fold, but they don't care. They need to remember that not everyone has a garage either, so leave our residential parking alone.</p>
<p><b>No</b> <b>244 - Ainsley Harris:</b> residents permits are expensive enough. Stop increasing.</p>
<p><b>No</b> <b>245 - Natasha Wall:</b> there is a significant shortage of residents parking around the city. increasing the already arbitrarily inflated prices is unnecessary and uncalled for.</p>
<p><b>No</b> <b>247 - Stephen Carey:</b> overpriced already</p>
<p><b>No</b> <b>248 - Rutger Kuyper:</b> Since the introduction of paid weekend parking in the CBD, parking in the Watson Street/Buller Street area has become impossible due to the residential car parks there not being in effect during weekends. The council is now proposing a second increase within less than a year for a service that has become much worse (and very hard to use since the introduction of paid weekend parking). So, compared to year ago, we will now be paying almost double for a service that has lost about 75% of its value due to the introduction of paid weekend parking (of which the flow-on effect to surrounding areas has not been properly evaluated). I can only support this price increase if the council actually adds some value back to residential parking, by making it apply 24/7.</p>

<p><b>No</b>  <b>249 - Amanda Chadwick:</b></p> <p>While I accept an increase in coupon / resident parking of some sort is inevitable to keep in line with increased values elsewhere, what basis is a 68% increase in Coupon parking made on?!!! \$71.50 to \$120 is ridiculous for a one year coupon increase. I understand land has increased in value, but the proposed street parking increase is stupidly out of line to any benchmark let alone the said comparison to land value's mentioned in the first paragraph. My house hasn't gone up 68% so why should the 2m strip of road outside my house cost 68% more to park on overnight??</p> <p>It would be more palatable if the increase was linked to something like inflation or average wellington house price index etc - a benchmark that is real and factual rather than pulling numbers out of thin air. Also remember coupon parking is generally only used for certain hours of the day ... so what ever metric is used to benchmark the increase should reflect the average usage of the park accordingly. ie average person parks in Thorndon for say 12/24 hours so should be adjusted to reflect 50% of the land use actually benefit from.</p>
<p><b>Yes</b>  <b>250 - . Hart:</b> I support the proposal and would also support raising the costs of resident permits even higher. Residents that rely on these permits should be penalised for expropriating public land to store their vehicles.</p>
<p><b>No</b>  <b>251 - Kirstin Semmens:</b> As a Mt Cook resident we already have limited parking and are about to have even less when the reservoir build commences. Increasing the charge for resident's parking when the may not be able to get a park, and it's the result of public works that will disrupt our lives significantly over an extended period, is poorly thought out. In addition, a number of the houses we live in do not have offstreet parking available, so we are penalised for not being able to afford to live in generally more expensive housing that includes a garage/offstreet parking.</p> <p>While agreeing that encouraging people not to have cars in the inner city is admirable, generally currently it is necessary to use a variety of transport options to get around the city efficiently.</p> <p>A smaller increase over time may be more palatable while cycle infrastructure is improved.</p>
<p><b>No</b>  <b>252 - Susan Walsh:</b> It is a little difficult to comment on this however I question if residents are actually able to find sufficient parks. If not I don't imagine this would be well received.</p>
<p><b>No</b>  <b>254 - Guest Cook:</b> this one makes me the most angry! Rent is already ridiculous and then I've got to pay for parking on top because the bus system has absolutely shat itself!!! As a resident I should be entitled to a park that doesn't take advantage of me.</p>
<p><b>Yes</b>  <b>255 - Stuart Macandrew:</b> The increased rates are still orders of magnitude below market rates. This is causing abuse and arbitrage.</p> <p>You are granting property rights to residents that do not exist.</p> <p>Rates should be ratchetted up to a more realistic rate. Say \$5/day.</p>
<p><b>Yes</b>  <b>260 - Owen Watson:</b> Approve but need some way of controlling residents turning front rooms &amp; gardens into parking pads/garages, thereby decreasing general parking even more.</p>
<p><b>No</b>  <b>262 - Monica Harris:</b> Again these will become unaffordable and inaccessible for the people whom need</p>



them.
<p><b>No</b></p> <p><b>267 - Ralph Titmuss:</b> living in oriental bay, I cycle to work each day and maintain ownership of a car for sporting and family commitments. Whilst I agree that parking fees should increase along with costs of maintenance etc, a 70% jump is outrageous and betrays it as simply another way for the council to raise rates by stealth. I would find it difficult to believe that costs to the council have increased 70% in the last year, if so I would question the financial and development responsibility of the council.</p> <p>This raise is far too much all at once, and unless there is substantiation as to why this increase will offset actual costs, this raise is clearly nothing other than an attempt to socially engineer the attitudes of inner city residents. This raise is nothing but a tax and rates raise on inner city residents by stealth, and something that I would strongly oppose and vote against in any upcoming electoral campaigns.</p>
<p><b>No</b></p> <p><b>268 - Magenta Mudgway:</b> It's already hard enough for many who are having to pay money just to be able to park at their own place of residence especially when those parks aren't even guaranteed and permits only count during the weekday. Anyone can park in resident parks as soon as 6pm rolls around and the weekends is a free-for-all. We shouldn't be charged even more just because the houses we live in don't have driveways or garages due to the cramped in nature of housing in Wellington. Especially when many of those in the affected areas are already paying huge amounts for rent and many are students/low income earners who won't be able to afford the increase either outright or without making sacrifices to other necessities (i.e food budgets)</p>
<p><b>Yes</b></p> <p><b>269 - Archibald MacLean:</b> Similar comments as outlined in TR91-19 above. Happy with the proposed increases in fees, but over-arching requirement that Parking services increase the monitoring and policing of the parking areas more on the fringes and less on the CBD.</p>
<p><b>No</b></p> <p><b>272 - Stephanie Matich:</b> Our house was built in 1890. It is obviously part of an 1890's housing development when viewed along side other houses on /Salisbury Avenue.( we are on the corner of the Terrace and the Avenue) The same applies to Mt Victoria and Thorndon.</p> <p>They didn't have cars just horses then , so no garages were built. The council now say we are part of a heritage area and hence can't change the facades of our houses so we cannot build garages!!! You allowed these houses to be built as also some converted to flats yet did not make provision for parking. Now you want to increase the cost of residents parking .</p> <p>I think this is unfair and merely revenue gathering .If you insist then you shd also allow us to pull the houses down and rebuild however we wish along with off street parking. Presently you do not allow us to do that.</p> <p>I respectfully request that no increase in residents parking costs occur. Stephanie Matich MBChB FRNZCGP</p> <p>ps I am disabled and unable to walk long distances, and am increasingly concerned re the move to make parking more difficult and expensive for everyone. I thought the council had an obligation to be mindful of disabled people....so I also disagree with the general attempt to increase the cost of parking in the city</p>
<p><b>No</b></p> <p><b>273 - Guest Hutchinson:</b> "The Council proposes to increase the cost of resident and coupon exemption parking permits to better reflect the value of the land and parking benefit gained by the permit holder."</p> <p>- already pay high rates due to the value of the land so feels like a double tax;</p>

<p>- is a huge increase;</p> <p>- big problem is that Council is giving out temporary (one month or so) permits which is usually to a tourist converted van vehicle;</p> <p>- where else would we park?</p>
<p><b>Yes</b></p> <p><b>275 - Eleanor Laban:</b> Only if it's better monitored. We have tons of cars in our street who take all the spots and don't have the right permit. It's frustrating for the people who do pay and can't get a spot.</p> <p>But I also need to emphasize that the biggest car-related problem on our street is speeding rat racers. Please can you allocate revenue from this increase into helping our street with increased planted edges, or speed humps, to prevent the rat racing. Ideally some planted berms to increase greenery at the same time. This is a terrible issue with some really pushy, speeding and aggressive drivers at both ends of the day - it's been flagged with the council previously and we need to know what's being done. This is Wright St.</p>
<p><b>No</b></p> <p><b>280 - Gregory Kent:</b> I think \$15 a month or \$180 a year would be okay.</p>
<p><b>Yes</b></p> <p><b>281 - Brian Pike:</b> Still a bargain at the increased price</p>
<p><b>No</b></p> <p><b>282 - Bridget Kelly:</b> I can barely afford to live in my area and owning a car pushes me to my limit</p>
<p><b>Yes</b></p> <p><b>283 - Grant Buchan:</b></p> <p>I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p> <p>However the increase included in this measure seems excessive, many lower income car users will be faced with paying this immediately and will not have time to adapt. I'd support this measure if the increase was staged over several years along with investments in cycling and walking infrastructure and public transport.</p>
<p><b>No</b></p> <p><b>286 - S Wren:</b> Neither agree nor disagree</p>
<p><b>No</b></p> <p><b>287 - Ida Korner:</b> I DO NOT AGREE with this at all. This is taxing the poor. As a student I rely on my car to transport me and my flatmates to our course. We can not afford a rental property with a garage. We car pool to reduce the amount of cars on the road how it is. We can not afford this increase as we already require our full student loan to cover rent and food. This is unfair as it should be our right to park outside our property</p>
<p><b>No</b></p> <p><b>288 - Georgia Cervin:</b> Currently there is an inadequate number of residential parking spaces in Newtown: many residents pay for their permits but are unable to access resident-only parks because they are too few. This is a particular issue in Green Street, Newtown. This street is a dead-end, with no turning circle. Approximately one third of the street is devoted to short term 60 minute parking, there are approximately 5 residential parks (for the 20 houses on the street, only two of which have drive on parking), and the remainder is unpatrolled. Residents are unable to find parks on their street, even though they have paid for a permit, meaning the current model is not cost-friendly, let alone if you increase the cost. In this state, residents are</p>

<p>unable to use their cars on week days, because as soon as they vacate their park, they lose it for the day as non-residents come to park there. Further, this is causing major traffic problems on Green St, as a number of non-residents search for parks on such a small street, and cause backlogs of cars as there is nowhere to turn on the street when they inevitably realise there are no parks. So my submission is that residents permits - both the cost, and number awarded- cannot be increased until the council has addressed specific accessibility problems of residents parking. In the case of Green St, it needs to be made residential parking only (except perhaps, the short term parks), or a residential-traffic only street.</p>
<p><b>Yes</b> <b>289 - Ralph Hall:</b> This is the most controversial of the changes, so will make the point here (but it applies to the others as well). I support moving away from huge subsidies for public car parks and so support the changes proposed. Historically most of the transport policy of central and local government has been focused on promoting/accommodating use of private vehicles. I do think though that good, alternative public transport, walking and cycling options need to be available for people so they have genuine alternatives open to them and are not just hit with higher prices. I look forward (hopefully) to seeing the main and almost sole focus of Let's Get Welly Moving being greater infrastructure for public transport, walking and cycling. I do hope as well that WCC has at the top of their mind the huge opportunity cost of having so much on-street parking. There should be less space taken up by stationary cars and more given to creating a living, healthy, environmentally-friendly city through pedestrian/cycling spaces.</p>
<p><b>Yes</b> <b>291 - Simon Ross:</b> All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p> <p>Further - residents parking permits are woefully underpriced and will remain so if this proposal is implemented. People living centrally are in a very good position to use active modes, take public transport or use car share schemes. If parks ring-fenced for residents are to be provided these should be charged at the cost of providing them or at the level justified by demand - whichever is greater.</p> <p>So I favour increasing the cost of residential parking permits more than is proposed. If demand does not exist for these permits at that cost then repurposing that street space to more beneficial community uses will be easier and will make the city better to live in and visit.</p>
<p><b>No, Yes</b> <b>292 - Catherine Iorns:</b> prices need to go up and the income used to help build better systems so we don't need cars. Eg better bike lanes. More walking. Etc.</p> <p>\$195 pa for Carparking permit is still cheap...</p>
<p><b>No, Yes</b> <b>292 - Catherine Iorns:</b> The major increase is not ok. For low income families who have not a lot of money, this comes as a massive hit to the budget as we don't all have off street parking. I ask you to hear me and not increase residents parking cost.</p>
<p><b>No</b> <b>294 - Emma Powell:</b> why should residents have to pay extra to have a space close to their home</p>
<p><b>No</b> <b>295 - Jennifer Song:</b> not fair for people who don't have a garage</p>

<p><b>Yes</b>  <b>297 - Zoe Mack:</b> Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p><b>Yes</b>  <b>298 - Patrick Wilkes:</b> Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p><b>Yes</b>  <b>300 - John Ascroft:</b> the cost of providing on street parking is not reflected in these charges, they should be higher if anything</p>
<p><b>No</b>  <b>304 - Alistair Stewart:</b> The relationship between income, amenity value and land value and Resident parking is not as clear as the proposal states.</p> <p>I have never seen a real estate advertisement list Resident parking as a selling feature. The wealthy are more likely to have off-street parking provided. It is lower income people who have to park on the street, and there are plenty of lower-income people living as tenants even in allegedly wealthy suburbs.</p> <p>CBD parking users and suburban residents are entirely different, and there is no market or cost relationship between the two; therefore a false equivalence is being given as justification for price increases in the proposal.</p>
<p><b>Yes</b>  <b>305 - Ben Sandle:</b> Most places in residential parking areas are close to city so cycling, walking or public transport infrastructure should be prioritised over storage of private cars on public roads. Roads should be for moving people not storing cars.</p> <p>Many people in these areas could easily walk to town or bike. If there was better cycling from these areas it could help reduce amount of cars drive short distances.</p>
<p><b>No</b>  <b>308 - Marilyn Powell:</b> An increase is ok, but do bear in mind that to maintain our heritage areas on street residents' parking is absolutely essential.</p> <p>So I would not like to see fewer residents' parks available.</p>
<p><b>Yes</b>  <b>309 - Ben Swartz:</b> Roads are for travelling on, not for parking on. Public good must come before private rights.</p>
<p><b>No</b>  <b>313 - Christian Hoerning:</b> The proposed increase in residents parking permit fees is unreasonably steep and will hurt residents financially. In addition, in our street non-permit holders oftentimes park on residents only parking spaces indicating that parking rules are insufficiently enforced. I suggest that the council seek to gather the desired additional revenue through increased enforcement of existing parking rules rather than hiking fees for residents car parks which then during peak hours are oftentimes already taken by non-permit holders.</p> <p>In our street residents are constantly competing for car parks with hospital workers who are seeking a free park rather than having to pay for parking on the hospital grounds. This situation has gotten worse in recent years</p>



so we residents have no choice but to have a resident parking permit.

I also detest some of the inflammatory comments made by certain city councillors in the media that residents should simply consider not owning a car. Given Wellington's recent dramas with bus services and the almost complete lack of cycleways, not owning a car is simply not practicable for many households at this stage.

Our family uses active and public transport as much as we can but we still rely on owning a car for those trips where these are simply not an option. I strongly encourage the council to finally build better cycling and public transport infrastructure so that these modes become more attractive and not owning a car becomes a realistic option for more households.

**No**

**315 - Athena Papadopoulos:** The proposed huge increase in the annual residents fee is unfair and unwarranted. As with the huge monies gathered from the small number of speed cameras around the country this does seem to be a money grab and another burden on the ratepayer. The residents permit does not guarantee me a park. I accept that but it is increasingly frustrating that increasing numbers of households have two or three cars and two of these cars can have a residents permit, as is the case in my street. Surely one permit per household is reasonable and fair. My household has one small car. I can rarely park outside my home. I often park a block away. I accept that too but the cost does need to be reasonable and fair with some degree of benefit, that is, a park. The fee has increased steadily over the years I have lived at this address - as have the rates. I am now retired and wonder how long I will be able to afford rising costs such as these. Flatters in the street also have multiple cars - yet they pay no rates as do homeowners who are already thereby paying towards road maintenance and such.

The increasing number of large SUV type vehicles take up lots of room as well as blocking visibility for motorists, especially when parked on corners. Why is there not a consumption tax of sorts for them or some kind of safety levy.

Many old Wellington homes built as workmans cottages do not have garaging. It is generally the larger homes with substantial sections that have the luxury of garaging and off street parking so do not need permits. We without garaging have to park on the street and try to be as near to our homes as possible if we have young children and or parents in their 90s that we are responsible for. I always walk into the city but my car is needed for transporting the young and the old and infirm.

**No**

**316 - Sam Jarvis:** I don't agree with the proposed increase to both Residents parking and Coupon parking. I believe renters like myself will be most affected by this increase, and won't tackle the main issue of 'getting people to think twice about using their car'. Rents are at an all time high, places are scarce so people can't exactly pick where they live - this is just going to make things harder. In my case I only use my car when it's necessary, to go out of town for work or holiday, in which we generally carpool when we can. Thinking outside my bubble, I don't think the current public transport system is fit for purpose at the moment. I wouldn't want to rely on the bus service to get me somewhere at a certain time. The trains are another story but some only go to certain places at certain times i.e. if I go rock climbing at Hangdog in Lower Hutt, the train service shuts off at like 6.

One note - I live on a street that is primarily residents parking with about 6 parks designated for coupon parking. Late at night, when people are home, there tends to be maybe half a dozen to a dozen cars on the street in total. Compare that to during the day and post work (there's a gym just round the corner) and the street is packed with not a free park in sight. Also, compare that to a night where there is a game going on at the stadium, all the streets are packed.

The problem I see is people parking where they want when they shouldn't, without repercussions. Increasing the rates is only going to harm those people who are a resident, and especially those who rent who have no other alternatives. Some people still park for free, and we law abiding citizens pay more, go figure.

I'm not saying I know a better way to go about this, but I don't think an increase of that magnitude is warranted

(maybe a smaller one?), and I don't think it addresses all the current issues.

**No**

**319 - Hilary Capon:** As a renter who pays the annual fee for a residential parking permit, I do not agree with such a drastic increase to the annual fee for said permit.

If the logic is that people who use the public street to park should pay, it is frustrating that I have to pay to park my car on the road when other people who live in the outer suburbs do not. This is inequitable. One assumes that, in the outer suburbs, the cost of providing parking spaces is funded through rates or other means.

I already pay a premium to live in a central location, so that I am able to walk to most places that I wish to go during the week. I walk to work and the library and the central shops. The car is so that I am able to participate in activities outside of the Wellington CBD, such as going for walks at Colonial Knob or visiting a friend in Waikanae.

My experience with a resident exemption permit has been a frustrating one. Rarely is our street actually reviewed by parking wardens, as I have been frequently unable to park in a resident park as it is in use by a non-resident. Given our location, uphill and on the very border of the central city, we are a haven for non-resident parking. The 180 minute free car parks at the Mt Vic playground are regularly congested for this very reason. An inability to find parks on my street at times, particularly resident parks, has seen me switch to a coupon exemption permit this year as I wasn't often getting the benefit of 'ease of parking' in the resident zone.

I sorely doubt that the increase in price of resident permits will correspond to an increase in parking staff actually enforcing the park. It seems like a cost-neutral revenue gathering exercise for the council. It seems unfair that the prices should be raised so drastically without any trade-offs for the people who pay for the permit.

In my mind, the sheer number of non-Wellington city residents using the Wellington streets day in, day out is unfair because they do not directly contribute to the cost of these roads, when they are commuting at peak times. I myself am walking to work, not contributing to the congestion!

**Yes**

**320 - Benjamin Johnson:** Absolutely, the cost of Residents Parking permits are too low. Even at the increased price of \$195 this is a very good price. In fact, it is too low still. These are my reasons:

- The pricing structure should disincentivise private transport for those living on the inner fringes on Wellington City, resulting in less cars on the road and more space for public transport options
- The government shouldn't be subsidising private transport parking in the first place (if so, only a small amount). When we lived in an apartment on Willis Street we didn't have access to Residents Parking and had to pay \$50 p/week (\$2,600) per year for a private carpark. When deciding to live in an apartment we were aware of this cost and factored that into our decision making. Allow the market to supply private leased carpark spaces in City Fringe suburbs.

Stick to your guns on this one. If anything, you haven't increased the permit fee enough.

**No**

**322 - Jane Loughnan:** Residents Parking needs to be fair and equitable for everyone who lives within the restricted areas. This means everyone who lives in a Residents Parking zone should pay the same - so that includes Miramar and other suburbs who currently do not pay anything/the same fees.

All residents in a Residents Parking zone need to pay for a permit - this includes people who have garages/off

<p>street parking that use up a parking space - these people have exclusive use of this space and it's in line with the Council opinion "that people who use the parking spaces should contribute more towards the overall cost of providing on-street parking"</p> <p>Residents Parking fees should be on a graduating scale with adding another car double the cost of the prior - so if a resident has 3 cars the first car would pay \$100, second car \$200 and the third car \$400.</p> <p>Residents Parking needs to be monitored 24/7 - not just when a resident calls up to report vehicles incorrectly parked.</p> <p>Miramar residents should pay the same if not more than others in the scheme as they are actively monitored 24/7</p>
<p><b>No</b> <b>325 - Ken Allen:</b> The proposed Traffic Resolution states:</p> <p>'new charges will better reflect the value of the land and parking benefit gained by the permit holder.'</p> <p>However in here the reasons given are different:</p> <p><a href="https://wellington.govt.nz/have-your-say/public-inputs/consultations/open/traffic-resolutions---parking-and-fee-changes">https://wellington.govt.nz/have-your-say/public-inputs/consultations/open/traffic-resolutions---parking-and-fee-changes</a></p> <p>'The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the draft 2019/20 Annual Plan to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.'</p> <p>The two reasons are different because one talks about the value of the land and the parking benefit. The other talks about the cost of providing that benefit.</p> <p>Which is it? Some or all? If some, which ones? Furthermore, there is no evidence presented as to the value of the land, the value of the parking benefit, or the cost of providing the on street parking.</p> <p>I believe that WCC needs be consistent in why these new charges are proposed, and present the evidence alongside the reasons (for example, the actual costs of providing a permit, how much the land is worth, etc). Without that evidence there is no justification for any increase at all. I do suspect that to make things easier, residents (including me) would accept a gradual increase per annum over 3 to 5 years. At the moment the approach feels penal - penalised for having a car yet a car will be an essential item for most people for the foreseeable future.</p>
<p><b>No</b> <b>326 - Matt Swank:</b> It makes no sense to penalise people for living in the city.</p>
<p><b>No</b> <b>329 - Angela Swank:</b> This is their residential home. They should not have to pay more. That is unfair.</p>
<p><b>No</b> <b>331 - Robert &amp; Nanette Kingdom:</b> We would like to register our objection to the proposed increase for the residential parking for Kelburn Parade.</p> <p>Kelburn Parade is a very difficult road to find parking at any time. Its proximity to the University compounds present parking problems.</p> <p>The increase you propose is inflated and unfair.</p> <p>As residents and tenants have no other option for parking other than on the road this is just not acceptable. In</p>



July the rates for this area will be rising substantially due to the new valuations. At this moment all resident can easily get a park, but if your increases go ahead people especially tenants will opt for the residential coupon park which can be bought cheaper. The coupon parks available at this moment are very minimal. You will end up with empty residents parks and nowhere for anybody else to park. It is hard enough to find tenants for properties that require the additional cost for parking permits, an increase of the amounts you propose will make it even more undesirable. The terrain of Kelburn Parade also makes it impossible to park outside your house as the properties are on steep hills and with the winding road your car can be 300 metres away and out of sight. There are enough problems with parking without the price going up even more. I see this increase as a penalty to the residents and tenants who need to live close to the city. We hope you will reconsider your fee increase to a more realistic figure.

**No**

**332 - Danielle Jukes:** People shouldn't have to pay more for their car to exist near their homes.

**No**

**333 - Cheryl and Bart van Stratum:** We are residents of 11 Boundary Rd, Kelburn. We appreciate the WCC operating the Resident and Coupon Exemption parking in the Wellington central suburbs. If our memory serves us well the WCCs charging regime for the coupon exemption and resident parking when it was first introduced, after public consultation, was based on the cost of running the scheme. It would seem appropriate and not unreasonable for that cost recovery principle to be retained. (eg CPI be used to calculate an increase from the date of the last increase). The reference to reflecting the value of land and value to the resident is irrelevant and unfair.

As a rate payer in the inner city area we would not expect to be penalised compared to rate payers in outer areas who have free parking outside their homes. Higher capital values on our properties mean we pay more than a fair share towards the running of city services.

**No**

**334 - Alastair Smith:** too cheap. Should pay commercial rates. Effectively a subsidy of fossil fuelled transport contrary to low carbon capital policy.

**No**

**343 - Tania Cotter:** I read that the purpose of resident's parking permits was to ensure that inner city residents without off-street parking were able to have dedicated parking spaces available to them, rather than commuters taking up all the spaces outside their houses during the day. And the cost of the permits was originally set to cover the administration of the system. Surely our rates contribute to those projects? I do not understand why you are targeting the residents, who are already paying a lot for a permit and inner-city house, apartment, and flat costs.

If money making is the main aim for the council, I would like to suggest the following.

- Provide residents (without off-street parking) with 24/7 residents-only parking. Currently my street is residents-only Monday-Friday 8am-6pm. With more eating places and a gym now in the village, as well as the shops, pub and church, demand for parking is 24 hours a day, seven days a week.
- Then, monitor, ticket and tow the non-residents who regularly park in residents-only parks.
- Make the residents-only parking for residents who don't have a car pad or garage, and have no choice but to park on the street outside our homes. Many residents in our street have permits **and** off-street parking!

**Yes**

**344 - Linda Beatson:** I live in a street with a mixture of coupon and resident parking. Our household has off street parking - in a front room which has been converted to a garage. We do get a resident parking permit, as sometimes I want to be doing something in the garage and need to park the car on the street. This is probably 6-7 times a year. I am not worried about parking in the resident sections, and generally park in the coupon section. I think it is right to be increasing the cost. I hear people saying that 'they should not be increasing by this much' but I think it was only \$80-\$90 in 1999, when we first moved here. The increase is only the cost, (at



current rates) of a tank of petrol. If people think that this is too much, then maybe they should not be having a car in the first place. The expense of parking is a marginal extra cost when one takes into account the cost of running a car - fuel, servicing, registration, insurance, WOF etc. I highly doubt that it is sufficient to deter people from having a car, or an extra car for those households with more than one vehicle, and when one rents or buys a property in the city area it is obvious whether the property has parking or not, and if parking is an issue, perhaps you should move to a less congested area. It is also difficult for anybody who lives in this street to say that they cannot afford the extra cost, although probably 50% of the residents are renting. This might be different in Nairn St, as there is higher density housing there (council flats) with limited parking. During the day, the street is mostly filled with people parking and walking further into town, but it would seldom happen that there are no spare parks at all. Only if there is a large event in the city - Cuba Dupa, or events at the waterfront/Courtenay Place. The street is public space, not storage space for private vehicles. It is correct that there is a cost for being able to park there, and particularly for people who do not live in the street. Many streets in the city were built prior to the arrival of the motor vehicle and so were close to the street, with no facility for later adding off street parking. I do not imagine that at current rates, the resident and coupon parking pays for the cost of the patrols by the city parking wardens, it is right and proper that this cost is borne by those who are helped by this work. At the proposed rates, the cost of parking on the street is still very cheap - to rent a garage or parking space is going to cost at least \$40-\$50 per week.

**Yes**

**345 - Tristan Campbell:** Absolutely. On street parking is underpriced. Why should ratepayers provide parking on street for residents. If they need parking they should choose a house with off street parking. Street space is scarce and should be used for better uses such as more landscaping and trees, short term parking and where needed bus lanes and cycleways.

**No**

**348 - Kelvin Payne:** The Land Transport Act is quite clear about the costs needing to be reasonable compared to the cost of maintaining and running the carparks. This then raises an interesting question if there are insufficient residents car parks and they must use a coupon park, then presumably the council will be losing revenue by allowing residents to park in a coupon park. If there are insufficient residents parks then this puts further strain on the number of coupon parks available as well as reducing the revenue the council will receive. Are there sufficient residents car parks for the number of cars? This should be fairly simple to answer as the council will have a record of the number of residents permits by area as well as the number of designated spaces. It should then be quite simple to determine if there is a shortfall.

**No**

**352 - Cameron Fuller:** As a holder of a resident parking permit, I am disappointed and do not agree with this proposal.

As a student who has moved to Wellington, I find it a foreign concept having to pay to park outside one's own house. I am constantly disappointed with the administration of the resident parking system and as a permit holder constantly feel short-changed for the existing price of my parking permit. More often than not I cannot find a park outside my own house due to non-permit holders parking there. I have on multiple occasions contacted the Council Parking Team to alert them of this, however, on these occasions the vehicles have been illegally parked for an entire day without receiving an infringement notice. Mayor Justin Lester has indicated that the motivation behind this proposal by other councillors was due to the current price being considered "too cheap". I wish to bring to their attention that the current system is not working, where I already feel like I am being extorted for a system that is not enforced by the Council.

I am personally unaware of the statutory provisions that give powers to the enforcement activities of local councils, however, I wish to suggest that the Council considers towing unauthorised cars parked in resident parking zones. It seems like a joke to me the number of vehicles that can get away with parking in resident parking zones, many without receiving a ticket. Some no doubt taking the risk of a mere \$40 infringement. It would be my hope that having a tow away policy would further disincentivise non-compliance.

This all comes back to resident parking holders getting value from the system that they pay to use. In my mind,

at this stage, the system is broken as it is not enforced efficiently and effectively. Any increase in price for an annual resident permit on the basis of the current price being "too cheap" is unwarranted and disillusioned to the value that the permit actually offers given this lack of enforcement.

Of note, I have not yet received the response from my LGOIMA request, where I asked about the cost of administering the resident parking system for the last financial year, compared to the one prior. This request was under urgency, given that it was made with short notice and that submissions on this proposal were coming to a close in the following week. To their credit, the team that has been processing my request has been working diligently to get this information to me in time for me to make my submission. Council Officers have been working to find this information however, I was advised this morning that my request under urgency was refused as "the information requested cannot be made available without substantial collation or research". This is significant as it suggests that the Council has not already prepared or conducted an analysis of the cost of this system. In my mind, Council cannot say that the cost of a resident parking permit is "too cheap" or make any other informed decision on the price of a resident parking permit if they do not already know what the system costs.

This furthers my submission that the proposed price increase is uninformed and based on arbitrary grounds. It is for these reasons that I oppose this proposal.

**No**

**353 - Sophia Grey:** No. I wish to present this in person my objections.

**No**

**354 - Katharine Amos:** This is outrageous! People need to park close to their homes and they are captive by these charges. I cannot see how increases of 54% (Yearly permit) and 70% (monthly permit) and 68% on coupon exemption permits can be justified whatsoever.

I also note that large areas where residents have no off street parking (eg Crawford Road, Duncan Terrace and many of the neighbouring streets) are set to become residents' parking areas soon - I wasn't notified of any consultation on this and putting these charges up ahead of these changes is devious. I do not support these changes whatsoever.

**No**

**355 - Tony Randle:** The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-

street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

**No**

**356 - Rhona Carson:** We understand that there is going to be a review of parking policy throughout the city in 2019. We question the timing of these proposed increases as it seems sensible to consider parking charges as part of this review. Apart from this general comment our submission concentrates on Residents' Parking in Newtown.

Submission on the increase in Residents' Parking Permit Fees.

While we agree that it is reasonable to pay for the privilege of priority parking in residential areas we question the degree to which this fee is increasing. There is a great deal of concern about the parking pressures in Newtown, with many cars from out of the area parking here during the day while the owners are at work, either within Newtown, for instance at the hospital, or in the city – Newtown appears to have become an informal 'park and ride' destination for people catching buses to the CBD. The current pressures will increase with the number of new apartments being built with no off street parking, and will be exacerbated further if parking is lost for cycle ways. At present there are only a few residents' parking areas in Newtown. A large part of central Newtown is outside the eligibility zone for residents' parking, so people do not have permits, but where people are able to hold permits the number of dedicated residents' parking spaces is far fewer than the number of households in the area. Permit holders cannot count on getting the advantage that they are paying for.

One of the possible outcomes when parking is reviewed is a substantial increase to the amount of dedicated residents' parking in Newtown, possibly in the form currently in use in Colombo St, i.e. non-residents limited to 120mins, residents with permits unlimited. This would stop the practice of all day parking for workers, while allowing access for people coming to Newtown for shopping, visiting friends, attending appointments and so on.

However this dual-purpose zone also limits the access to parking for residents with permits; does this then mean a reduced fee for the permit? Increasing the number of residents' parking areas could ease the parking pressure for residents. However it would also mean that increasing numbers of residents would be forced to hold a permit in order to have any chance of parking near their homes. This would be very challenging for people on low incomes – and it still doesn't guarantee a parking place.

Taking these factors into account, we oppose the very substantial increase in the Residents' Permit fees.

**Yes**

**358 - John Milford:** See TR90-19 for submission.



## PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 90-19
- Location:** Oriental Parade (Freyberg Pool & Fitness Centre Carpark) – Oriental Bay
- Proposal:** P240 Metered Parking & P240 Mobility Parking
- Information:** Freyberg Pool and Gym offer members a free parking permit so they can use the Freyberg carpark while they are at the gym or pool. Currently the parking permit has no time restriction so members can park for as long as they like for free. To improve the fair use of the limited parking available, the Council propose to introduce two hours free parking for Freyberg Pool or Gym members, with the option to pay for two more hours at a rate of \$2.50 per hour. Gym members will be required to validate their arrival in the member's area to receive two hours of free parking.

The change from P120 Metered parking and P120 Mobility to P240 Metered and P240 Mobility parking enables gym members and non-gym members to park for up to 4 hours at a time. This is in line with discouraging commuters from parking all day in this off street parking area and to facilitate parking for pool and gym users. It is noted that current on-road angled parking restrictions on Oriental Parade are metered (west of the entrance) and coupon with the first 2hrs free (east of the entrance).

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings are introduced.

**Key Dates:**

- |  |               |
|--|---------------|
| 1) Advertisement in the Dominion Post Newspaper        | 16 April 2019 |
| 2) Feedback period closes                              | 8 May 2019    |
| 3) Report sent to City Strategy Committee for approval | 20 June 2019  |
| 4) Report sent to Council for approval                 | 26 June 2019  |
| 5) Enforcement start                                   | 1 August 2019 |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 17 metres north of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 44.5 metres. (19 angled parking spaces)
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 16 metres east of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 13.5 metres. (5 angled parking spaces)
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)

## PROPOSED TRAFFIC RESOLUTION

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

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P120 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*East side commencing 31  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following  
the formed kerb for 28.5  
metres. (10 angled parking  
spaces).*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P120 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*East side commencing 69.5  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following  
the formed kerb for 5.5  
metres. (2 angled parking  
spaces).*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P120 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*Commencing 5 metres west  
of the north-eastern corner  
of the parking area (Grid  
coordinates x= 1749863.7  
m, y= 5427479.3 m), and  
extending in a westerly  
direction following the  
formed sealed section for 5  
metres. (2 angled parking  
spaces)*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Mobility parking –  
displaying an  
operation mobility  
permit only, P120  
Maximum, Monday to  
Thursday 8:00am -  
6:00pm, Friday  
8:00am – 8:00pm,  
Saturday and Sunday  
8:00am – 6:00pm.*

*East side commencing 28  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following  
the formed kerb for 3 metres.  
(1 angled parking space).*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Mobility parking –  
displaying an  
operation mobility  
permit only, at all  
other times.*

*East side commencing 28  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following*

## PROPOSED TRAFFIC RESOLUTION

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

		the formed kerb for 3 metres. (1 angled parking space).
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Mobility parking – displaying an operation mobility permit only, at all other times.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 8.3 metres north of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 52.5 metres. (18 angled parking spaces)
<b>Oriental Parade (Freyberg Pool &amp; Fitness Centre Carpark)</b>	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 16 metres east of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 12.5 metres. (5 angled parking spaces)

## PROPOSED TRAFFIC RESOLUTION

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

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P240 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*Central Parking Bay,  
commencing 22 metres  
north and 17 metres east of  
its southern corner (Grid  
coordinates x= 1749872.6  
m, y= 5427395.2 m), and  
extending in a northerly  
direction (both sides) for 45  
metres (30 angled parking  
spaces)*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P240 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*East side commencing 14  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following  
the formed kerb for 10.5  
metres. (4 angled parking  
spaces)*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P240 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*East side commencing 31  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following  
the formed kerb for 28.5  
metres. (10 angled parking  
spaces)*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P240 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am  
– 6:00pm.*

*East side commencing 69.5  
metres north of its southern  
corner (Grid coordinates x=  
1749901.0 m, y= 5427410.4  
m), and extending in a  
northerly direction following  
the formed kerb for 5.5  
metres. (2 angled parking  
spaces).*

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

*Metered parking,  
P240 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am –  
8:00pm, Saturday  
and Sunday 8:00am*

*Commencing 5 metres west  
of the north-eastern corner  
of the parking area (Grid  
coordinates x= 1749863.7  
m, y= 5427479.3 m), and  
extending in a westerly  
direction following the*



## PROPOSED TRAFFIC RESOLUTION

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

– 6:00pm.

formed sealed section for 5 metres. (2 angled parking spaces)

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

**Oriental Parade  
(Freyberg Pool &  
Fitness Centre  
Carpark)**

Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 07/06/19

### WCC Contact:

Charles Kingsford  
Principal Traffic Engineer/ Team Lead  
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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

**Proposed Traffic Resolution Plan:**

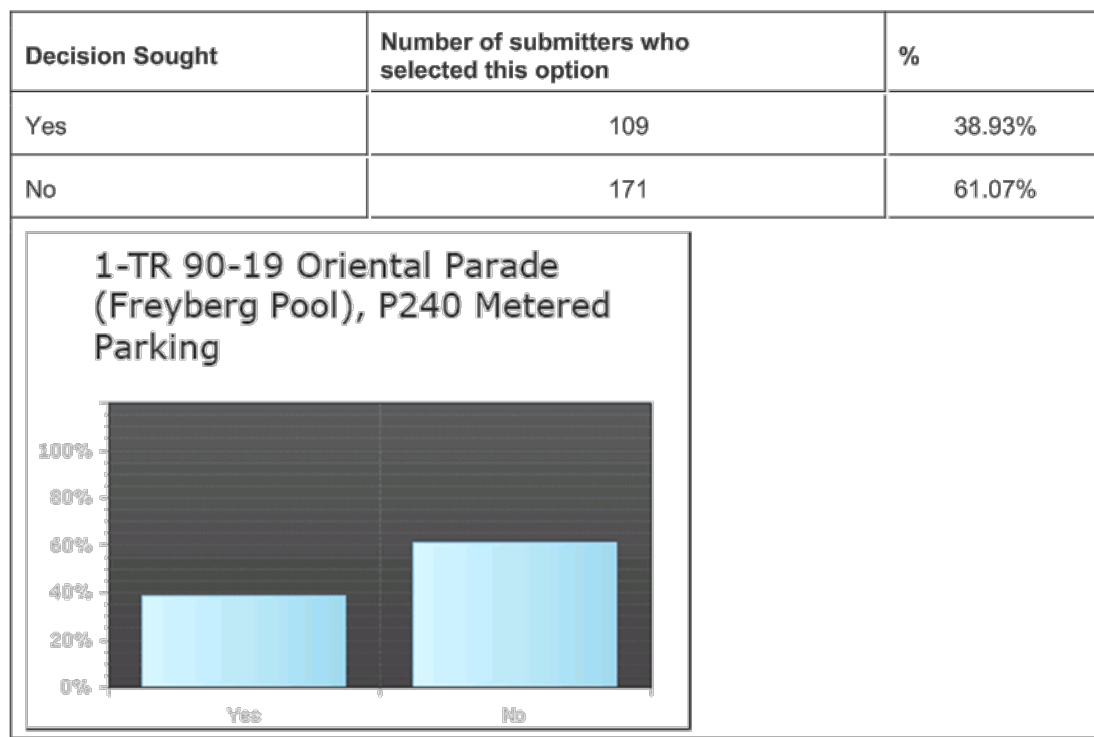


## FEEDBACK RECEIVED

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

See Appendix 1 for a full set of submissions.

### Summary of submissions:



In a few cases, P120 is suggested rather than P240.

### Officer's Response:

P120 is the existing restriction. If it is not changed then there is no benefit to Gym members (who currently get unlimited parking with a Gym permit).

P240 is a good "medium" solution that retains some benefit to the gym members, but also ensures vehicle turnover –which is currently not happening with the abuse of existing gym permits and unlimited parking that is occurring.

Freyberg is also a destination carpark for users of Freyberg Beach and Oriental Pde, where P240 will also give a longer parking option for those wanting to enjoy the beaches. So the benefit extends to all the public to have an option to park 4hours instead of only 2 hours (not just the gym members).

## PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 91-19
- Location:** Central Wellington Business District
- Proposal:** Increase Coupon Parking including suburban trade coupons (Monday to Friday) from \$8.50 to \$12, per day. The monthly rate would move from \$135 to \$200.
- Information:** The Council proposes to increase the cost of on-street Coupon Parking to better reflect the current market value of all-day parking offered by private car parks in the city.

It is proposed to increase the cost of Coupon Parking in all areas from 1 July 2019.

	<b>Current</b>	<b>Proposal</b>
Daily	\$8.50	\$12.00
Monthly	\$135.00	\$200.00
Coupon - Suburban trade	\$8.50	\$12.00

- |   |               |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper         | 16 April 2019 |
| 2) Feedback period closes.                              | 8 May 2019    |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019  |
| 4) Report sent to Council for approval                  | 26 June 2019  |
| 5) Enforcement start                                    | 1 July 2019   |



## PROPOSED TRAFFIC RESOLUTION

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

**Prepared By:** Melanie Goodger  
Operational Advisor – Parking Services

**Approved By:** Stephen McArthur  
Manager Community Networks, Customer & Community

**Approved By:** Barbara McKerrow  
Chief Operating Officer, Customer & Community

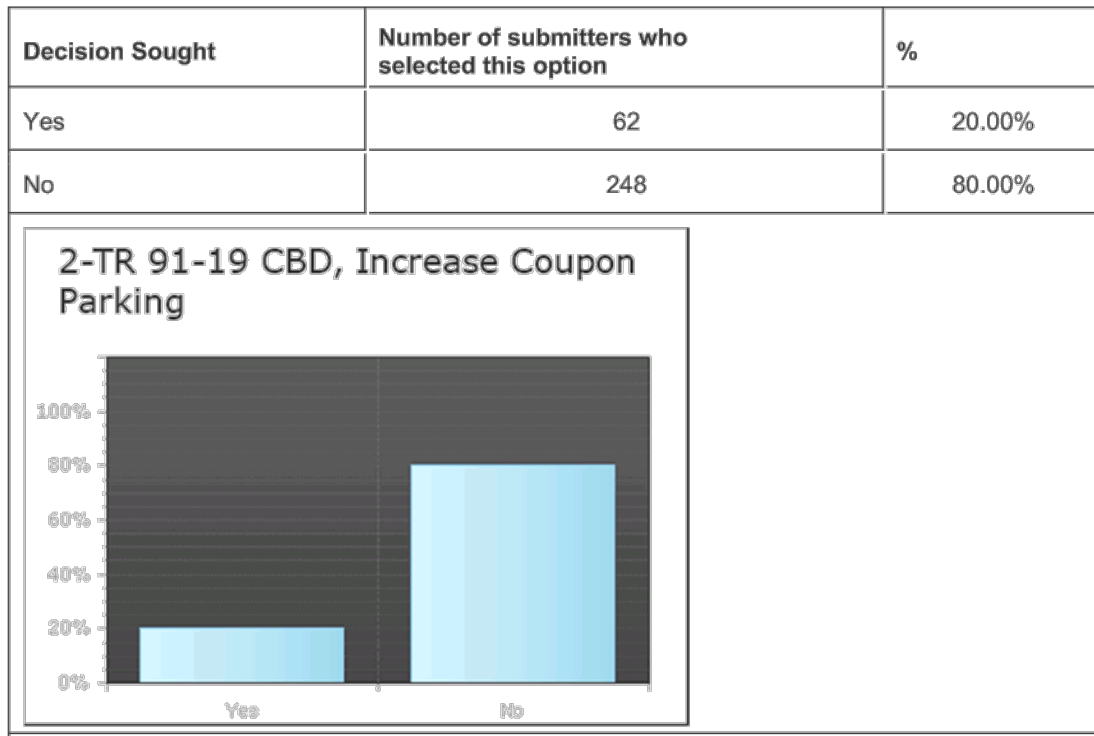
**Date:** 11/04/19

**WCC Contact:**

**Melanie Goodger**  
**Operational Advisor – Parking Services**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 801 3220  
Email: melanie.goodger@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

Summary of feedback received:



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

## **PROPOSED TRAFFIC RESOLUTION**

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

- Reference:** TR 92 – 19
- Location:** Cuba Street - Te Aro
- Proposal:** P120 Metered Parking
- Information:** To manage the high demand for on-street parking in the vicinity of Upper Cuba Street, the Council proposes to change the 60-minute and 90-minute free parking in Upper Cuba Street, between Abel Smith and Webb Streets, with 120-minute metered parking from 1 August 2019.

The proposed parking fee is:

Monday to Thursday 8am to 6pm	\$3.50 per hour
Fridays 8am to 8pm	\$3.50 per hour
Saturdays and Sundays 8am to 6pm	\$2.50 per hour

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

**Key Dates:**

- |  |               |
|--|---------------|
| 1) Advertisement in the Dominion Post Newspaper        | 16 April 2019 |
| 2) Feedback period closes.                             | 8 May 2019    |
| 3) Report sent to City Strategy Committee for approval | 20 June 2019  |
| 4) Report sent to Council for approval                 | 26 June 2019  |
| 5) Enforcement start                                   | 1 August 2019 |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.</i>
<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 78.5 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 15.5 metres.</i>
<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>



## PROPOSED TRAFFIC RESOLUTION

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

<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 38.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 19 metres.</i>
<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18.5 metres.</i>
<b>Cuba Street</b>	<i>P90, Maximum, Monday to Thursday 8:00am- 6:00pm, Friday 8:00am- 8:00am, Saturday and Sunday 8:00-6:00pm</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.</i>
<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 7 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 38.5 metres.</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.</i>
<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction</i>

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke*following the kerbline for 7 metres.**Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Cuba Street</b>	<b>No Stopping, At All Times.</b>	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.
<b>Cuba Street</b>	<b>No Stopping, At All Times.</b>	East side, commencing 85.5m south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5 metres.
<b>Cuba Street</b>	<b>No Stopping, At All Times.</b>	West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 9 metres.

*Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b>Cuba Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 6 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 11 metres.
<b>Cuba Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.

## PROPOSED TRAFFIC RESOLUTION

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

<b>Cuba Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 80 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5.5 metres.</i>
<b>Cuba Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
<b>Cuba Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
<b>Cuba Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 38 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.</i>
<b>Cuba Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.</i>
<b>Cuba Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 24 metres.</i>

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Cuba Street**

*Metered parking, P120  
Maximum, Monday to  
Thursday 8:00am -  
6:00pm, Friday 8:00am -  
8:00pm, Saturday and  
Sunday 8:00am - 6:00pm*

*West side, commencing 9 metres  
north of its intersection with Webb  
Street (Grid Coordinates  
X=2658483.4706 m,  
Y=5988397.159521 m) and  
extending in a northerly direction  
following the kerbline for 36 metres.*

**Prepared By:**  
**Approved By:**  
**Date:**

Patrick Padilla  
Steve Spence  
07/06/2019

**(Intermediate Traffic Engineer)**  
**(Chief Advisor)**

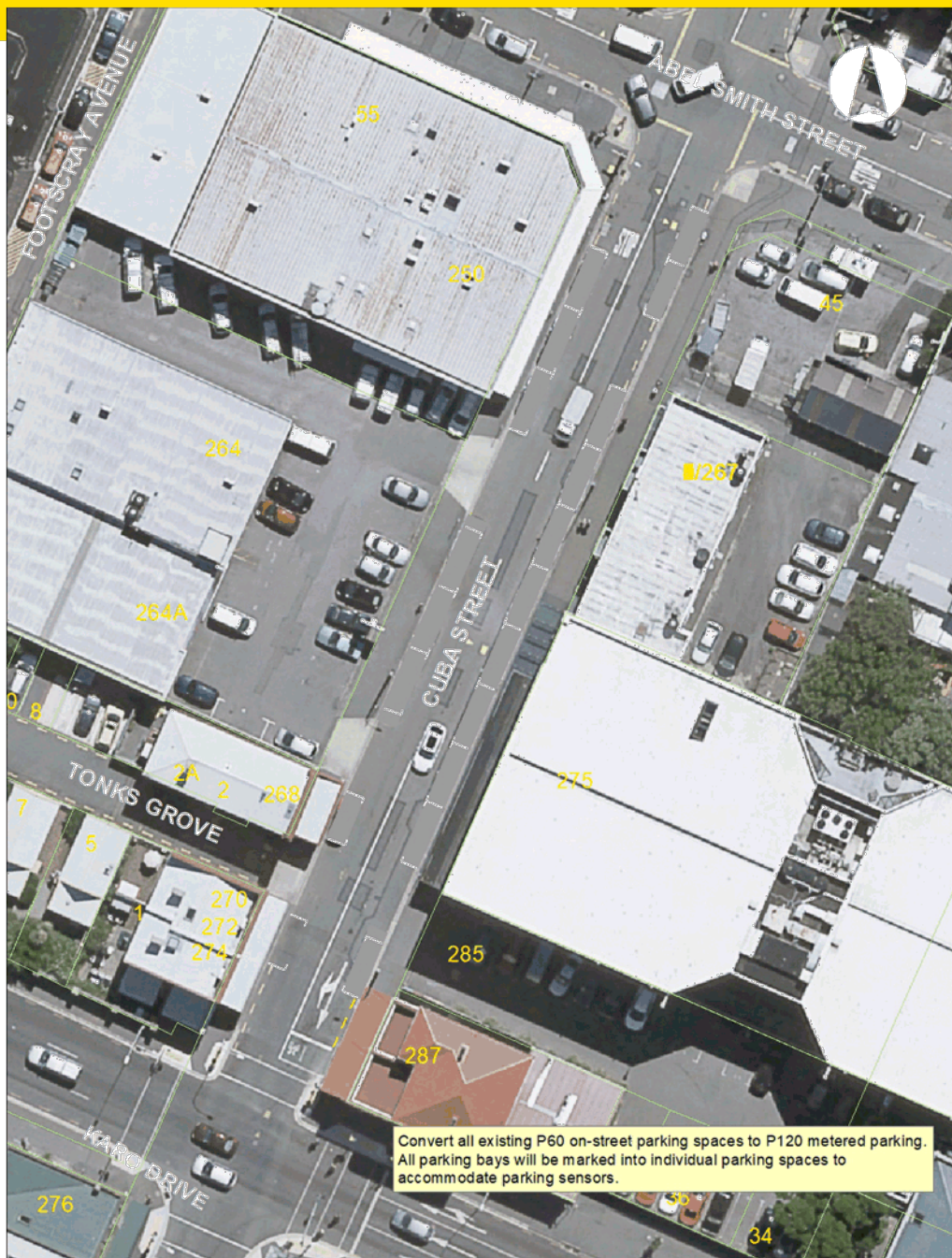
**WCC Contact:**

Patrick Padilla  
**Intermediate Traffic Engineer**  
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Fax: +64 4 801 3009  
Email: [patrick.padilla@wcc.govt.nz](mailto:patrick.padilla@wcc.govt.nz)



## PROPOSED TRAFFIC RESOLUTION

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



**P120 Metered Parking TR92-19**  
**Cuba Street, Te Aro**  
**Between Abel Smith Street and Karo Drive**





## PROPOSED TRAFFIC RESOLUTION

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



**P120 Metered Parking TR92-19**  
**Cuba Street, Te Aro**  
**Between Karo Drive and Webb Street**

PREPARED BY:  
Wellington City Council  
100 Victoria Street  
Wellington 6140

GRIDSOL APP 5282-13  
ISSUE: 15042019  
AUTOMATICALLY  
GENERATED



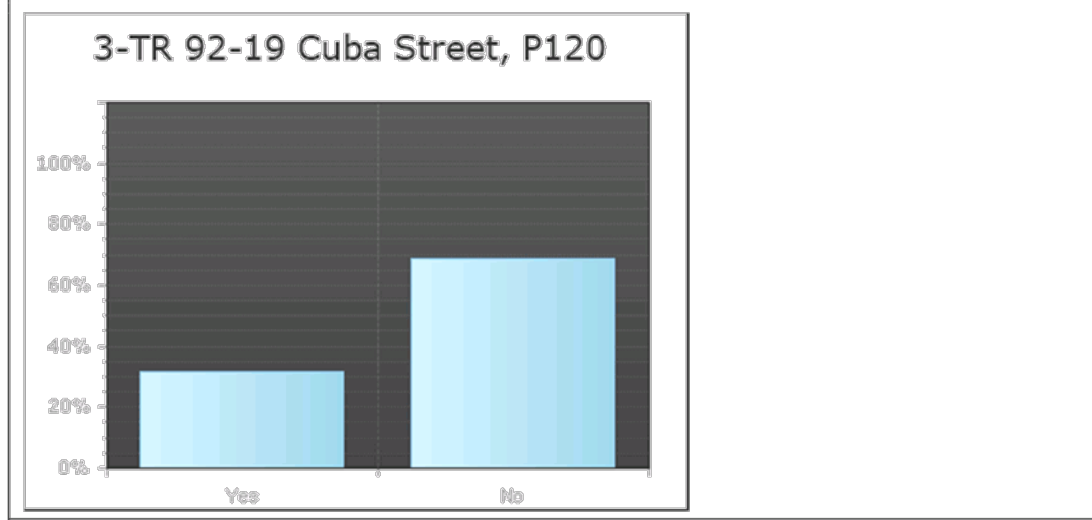
## FEEDBACK RECEIVED

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

Please see appendix 1 for full set of submissions.

Summary of submissions:

Decision Sought	Number of submitters who selected this option	%
Yes	90	31.47%
No	196	68.53%



A few comments were received around how it will affect the businesses, Thistle Hall in particular who have lots of free community events and that they feel people only come to because of the free parking.

### Officer's Response:

Upper Cuba St is one of the few areas in the CBD where parking is free. Drivers take advantage of parking in this area for that very reason.

The P60s on Arthur St are still going to be available so these could be utilised by the Thistle Hall customers and those businesses needing short term parking.

This is a central area which is host to a wide range of retailers, cafes, businesses and those businesses are gaining a benefit of free parking which is inconsistent with other areas of the city.

The introduction of metered parking here will manage the high demand for the vicinity and encourage turnover. It will also ensure a fairer consistency of cost across all parking areas in the CBD.

Wellington's Cuba district has a unique vibe as an enjoyable place to shop, eat, and socialise, and paid metered parking brings this in line with the other areas of the city (like Oriental, Courtenay and Lambton areas) which are all paid parking.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke

Reference:

TR 93-19

Location:

Central Wellington Business District – City Fringe

Proposal:

Change the cost of metered parking on the city fringe from \$1.50 to \$2.50 per hour, seven days a week

Information:

A \$1.50 per hour rate currently applies, seven days a week, for all city fringe parking. City fringe parking has a time restriction between nine and 11 hours, which allows all day parking.

The Council proposes to increase the hourly rate of 350 city fringe carparks to allow a fairer distribution of cost across all parking areas. The proposed parking fee is:

Monday to Thursday 8am to 6pm	\$2.50 per hour
Fridays 8am to 8pm	\$2.50 per hour
Saturdays and Sundays 8am to 6pm	\$2.50 per hour

- The affected streets include:
- Hutt Road
  - Thorndon Quay
  - Oriental Parade
  - Cambridge Terrace
  - Kent Terrace

See map for more detail on the affected areas.





## **PROPOSED TRAFFIC RESOLUTION**

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

**Key Dates:**

- |   |               |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper         | 16 April 2019 |
| 2) Feedback period closes.                              | 8 May 2019    |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019  |
| 4) Report sent to Council for approval                  | 26 June 2019  |
| 5) Enforcement start                                    | 1 July 2019   |

**Prepared By:** Melanie Goodger  
Operational Advisor – Parking Services

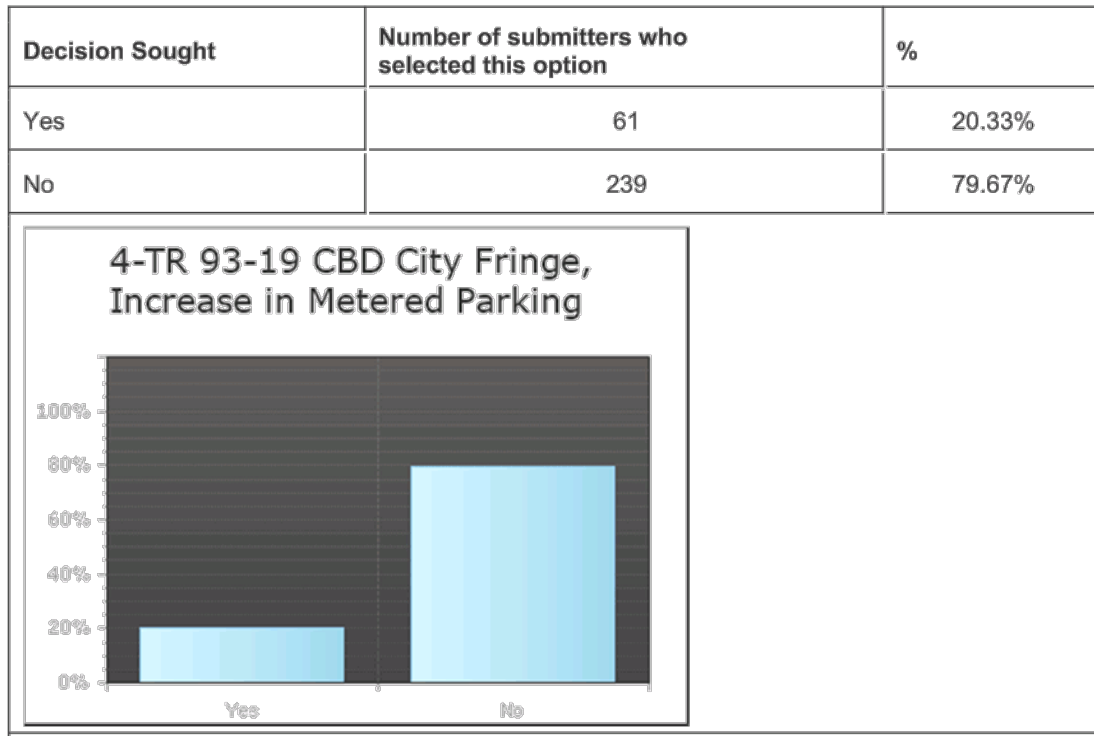
**Approved By:** Stephen McArthur  
Manager Community Networks, Customer & Community

**Approved By:** Barbara McKerrow  
Chief Operating Officer, Customer & Community

**Date:** 11/04/19

**WCC Contact:**

**Melanie Goodger**  
**Operational Advisor – Parking Services**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 801 3220  
Email: melanie.goodger@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Summary of feedback received:**

A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 94-19

**Location:** Central Wellington Business District

**Proposal:** Increase the cost of metered parking (Monday to Friday) from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour

**Information:** To reflect the market value of on-street parking and reduce the price differential between the various parking areas within the CBD, the Council proposes to increase the cost of \$3 and \$4 parking. This will allow a fairer distribution of cost across all parking areas.

It is proposed to increase the cost of metered parking from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour during the following times:

Monday to Thursday from 8am to 6pm

Fridays 8am to 8pm

See map for more detail on the affected areas.



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



- |   |               |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper         | 16 April 2019 |
| 2) Feedback period closes.                              | 8 May 2019    |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019  |
| 4) Report sent to Council for approval                  | 26 June 2019  |
| 5) Enforcement start                                    | 1 July 2019   |



## **PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Melanie Goodger  
Operational Advisor – Parking Services

**Approved By:** Stephen McArthur  
Manager Community Networks, Customer & Community

**Approved By:** Barbara McKerrow  
Chief Operating Officer, Customer & Community

**Date:** 11/04/19

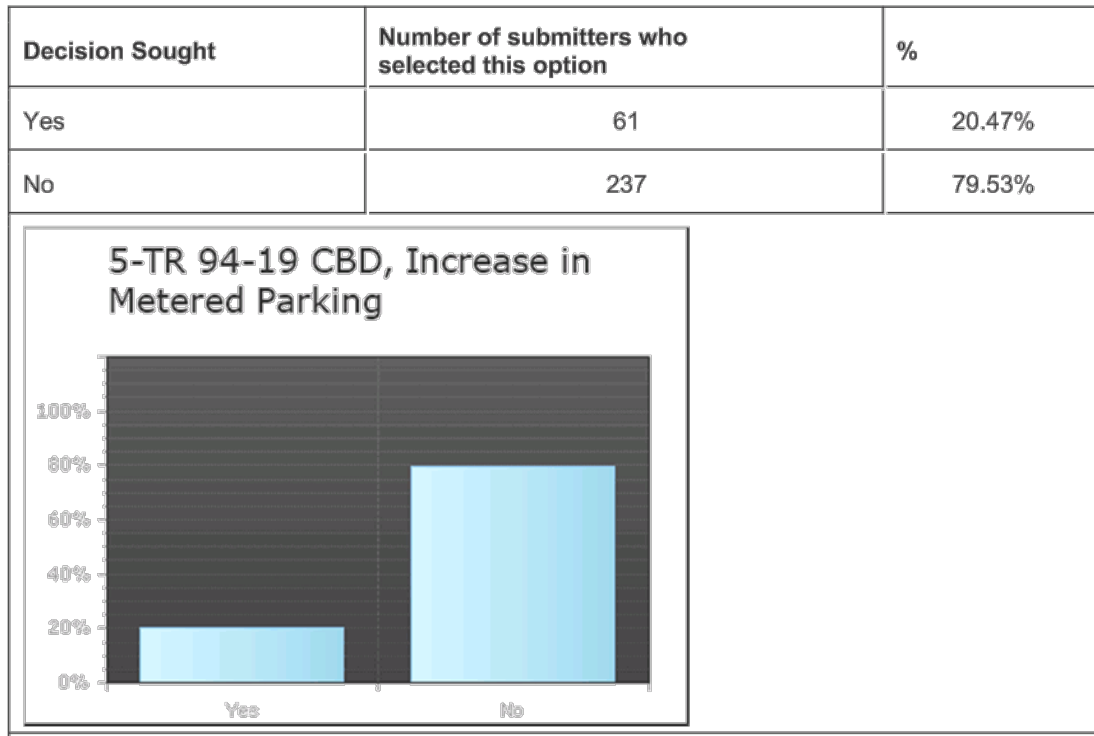
### **WCC Contact:**

**Melanie Goodger**  
**Operational Advisor – Parking Services**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 801 3220  
Email: [melanie.goodger@wcc.govt.nz](mailto:melanie.goodger@wcc.govt.nz)

## PROPOSED TRAFFIC RESOLUTION

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

### Summary of feedback received:



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 95-19

**Location:** Residents Parking and Coupon Exemption Zones

**Proposal:** Increase cost of Resident and Coupon Exemption Parking Permits

**Information:** Vehicles parked in a Resident or Coupon Parking area that display a valid permit, can occupy the parking space all day.

The Council proposes to increase the cost of resident and coupon exemption parking permits to better reflect the value of the land and parking benefit gained by the permit holder. The proposed rate equates to a weekly rate of \$3.75 for resident permits and \$2.31 per week for coupon exemption permits.

It is proposed to increase residents parking permit fees in all areas, except Miramar South, from 1 July 2019. The areas impacted include Clifton, Kelburn, Kilbirnie, Mt Victoria, Mt Cook, Newtown, Te Aro and Thorndon.

	<b>Current</b>	<b>Proposal</b>
Resident Permit - Yearly	\$126.50	\$195.00
Resident Permit - Monthly	\$10.00	\$17.00

It is proposed to increase the fees for Coupon Exemption permits in all areas from 1 July 2019. It is also proposed to introduce a monthly Coupon Exemption Permit if a 12-month permit cannot be issued.

	<b>Current</b>	<b>Proposal</b>
Coupon Exemption Permits - Yearly	\$71.50	\$120.00
Coupon Exemption Permits - Monthly	n/a	\$10.00

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke**Key Dates:**

- |   |               |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper         | 16 April 2019 |
| 2) Feedback period closes.                              | 8 May 2019    |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019  |
| 4) Report sent to Council for approval                  | 26 June 2019  |
| 5) Enforcement start                                    | 1 July 2019   |

**Prepared By:** Melanie Goodger  
Operational Advisor – Parking Services

**Approved By:** Stephen McArthur  
Manager Community Networks, Customer & Community

**Approved By:** Barbara McKerrow  
Chief Operating Officer, Customer & Community

**Date:** 11/04/19

**WCC Contact:**

**Melanie Goodger**  
**Operational Advisor – Parking Services**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 801 3220  
Email: melanie.goodger@wcc.govt.nz



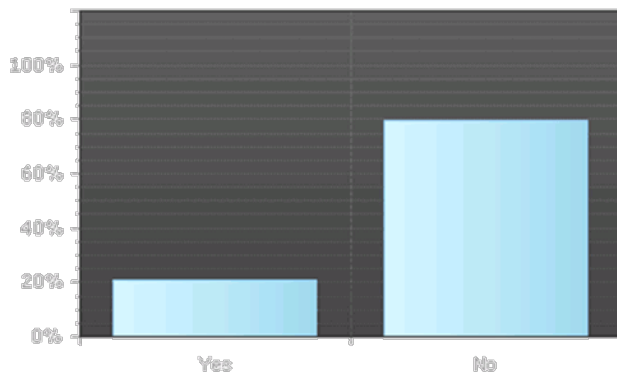
## PROPOSED TRAFFIC RESOLUTION

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

### Summary of submissions:

Decision Sought	Number of submitters who selected this option	%
Yes	67	20.62%
No	258	79.38%

#### 6-TR 95-19 Residents parking Zone, Increased Residents Permits



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.



## TRAFFIC RESOLUTIONS

### Purpose

1. This report provides a summary of the 27 Traffic Resolutions that are recommended for approval. The traffic resolutions are attached to this report. These recommendations support the achievement of the Council's transport strategic outcomes of safety, accessibility, efficiency and sustainability.

### Summary

1. Thirty one proposed resolutions were advertised on 7 May 2019, and the public were given 18 days to provide feedback.
2. All feedback received during the Consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
3. After reviewing the feedback:
  - 27 proposals are being recommended for approval (refer to table below)
  - 5 have been deferred/withdrawn:

TR 52-19 Main Road – Withdrawn

It is the Officers' recommendation that we do not proceed with this proposal based on the very high parking demand in the area and the off street parking provision clearly labelled outside the bakery.

TR 59-19 McFarlane Street - Deferred until the next round in September

It is the Officers' recommendation that the public requests for two Traffic Resolutions on this street (TR59-19 is just one of those requests) are submitted separately but at the same time in September 2019.

TR 65-19 Ellice Street – Deferred as further investigation is required

TR 85-19 Mersey Street – Deferred as further investigation is required

TR 86-19 The Parade – Deferred as further investigation is required

Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of safety, accessibility, efficiency and sustainability.

Location	Current State	Proposal	Strategic Driver	Source of Request	Feedback
TR 48-19 Hutt Road	Unrestricted parking	No stopping at all times	Safety	Public	No feedback received
TR49-19 Crawford Road	Unrestricted parking	P15	Parking	Public	8 support 2 objections
TR50-19 Taranaki Street	P120	No stopping at all times	Accessibility	Public	No feedback received
TR51-19 Frank Johnson Street	Unlimited parking	P12 hours	Safety	Public	1 objection
TR55-19	Unrestricted	Pedestrian	Safety	WCC	10 support

# CITY STRATEGY COMMITTEE

20 JUNE 2019

Location	Current State	Proposal	Strategic Driver	Source of Request	Feedback
Adelaide Road	parking	facility & no stopping at all times		Officers	1 objection
TR56-19 Quebec Street	Unrestricted parking	No stopping at all times & bus stop relocation	Safety	GWRC Officers	3 support 1 objection
TR60-19 Nicholson Road/Dekka Street	Unrestricted parking	No stopping at all times	Safety	GWRC Officers	5 support 1 objection
TR62-19 Durham Street	Unrestricted parking	No stopping at all times	Safety	Public	1 support 2 objections
TR63-19 Malvern Road	Unrestricted parking	No stopping at all times	Safety	Public	No feedback received
TR64-19 Dragon Street	Unrestricted parking	P10, 6:00am-3:00pm, Mon to Fri	Parking	Public	1 support 1 objection
TR66-19 Lawrence Street	Unrestricted parking	No stopping at all times	Safety	Public	2 support
TR67-19 Palliser Road	Unrestricted parking	No stopping at all times	Safety	Public	1 support
TR68-19 Kitchener Terrace	Unrestricted parking	No stopping at all times	Safety	Public	No feedback received
TR69-19 Bond Street	Electric Vehicle Charging Station, P	Time Restriction Change on Electric Vehicle Charging Station, P120	Sustainability	WCC Officers	1 support
TR70-19 Yule Street	Mobility parking	Remove mobility parking	Accessibility	Public	No feedback received
TR71-19 Upland Road	Unrestricted parking	Mobility park, Mon-Fri 8:00am-9:00am and 2:30pm-3:30pm, During School Terms Only	Accessibility	Public	1 support 1 objection
TR73-19 Cuba Street	Metered parking, P120	Metered mobility parking, P120	Accessibility	WCC Officers	1 support
TR74-19 Box Hill	Unrestricted parking	No stopping at all times	Safety	Public	7 support 1 objection



Location	Current State	Proposal	Strategic Driver	Source of Request	Feedback
TR75-19 Clark Street	Unrestricted parking	No stopping at all times	Safety	Public	2 support
TR77-19 Harris Street	Metered parking, P120	Metered mobility parking, P120	Accessibility	WCC Officers	No feedback received
TR78-19 Halswater Drive	Unrestricted parking	No stopping at all times	Safety	Public	1 support 2 objections
TR79-19 Rangoon Street	Unrestricted parking	No stopping at all times (reduced length following feedback)	Safety	Public	11 support 6 objections
TR81-19 Elliott Street	Unrestricted parking	No stopping at all times	Safety	Public	1 support
TR83-19 Upoko Road	Unrestricted parking	No stopping at all times	Safety	Public	5 support
TR84-19 Dee Street	P10	Remove P10	Parking	Public	1 support
TR87-19 Dunlop Terrace	Metered parking, P120	P10 loading Zone & P120 metered parking	Parking	Public	No feedback received
TR88-19 Cecil Road	Unrestricted parking	No stopping at all times (previously deferred from April 2019 CSC)	Accessibility	Public	5 support 6 objections

## Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

## Background

4. Thirty One proposed traffic resolutions were publicly advertised in the Dominion Post on 7 May 2019. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
5. A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
- b. any feedback received
- c. where appropriate, Council officers' responses to the feedback.

## Attachments

Attachment 1.	Table of Legal Description.	Page 474
Attachment 2.	TR48-19 Hutt Rd	Page 486
Attachment 3.	TR49-19 Crawford Rd	Page 496
Attachment 4.	TR50-19 Taranaki Street	Page 502
Attachment 5.	TR51-19 Frank Johnson Street	Page 506
Attachment 6.	TR55-19 Adelaide Road	Page 510
Attachment 7.	TR56-19 Quebec Street	Page 517
Attachment 8.	TR60-19 Nicholson Road	Page 524
Attachment 9.	TR62-19 Durham Street	Page 530
Attachment 10.	TR63-19 Malvern Rd	Page 536
Attachment 11.	TR64-19 Dragon Street	Page 540
Attachment 12.	TR66-19 Lawrence Street	Page 545
Attachment 13.	TR67-19 Palliser Road	Page 549
Attachment 14.	TR68-19 Kitchener Terrace	Page 553
Attachment 15.	TR69-19 Bond Street	Page 557
Attachment 16.	TR70-19 Yule St	Page 562
Attachment 17.	TR71-19 Upland Rd	Page 565
Attachment 18.	TR73-19 Cuba St	Page 574
Attachment 19.	TR74-19 Box Hill	Page 579
Attachment 20.	TR75-19 Clark Street	Page 585
Attachment 21.	TR77-19 Harris St	Page 589
Attachment 22.	TR78-19 Halswater Drive	Page 593
Attachment 23.	TR79-19 Rangoon Street	Page 601
Attachment 24.	TR81-19 Elliott Street	Page 615
Attachment 25.	TR83-19 Upoko Road	Page 619
Attachment 26.	TR84-19 Dee Street	Page 624
Attachment 27.	TR87-19 Dunlop Terrace	Page 628
Attachment 28.	TR88-19 Cecil Road	Page 632

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

---

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Recommendations have been publicly advertised.

### **Treaty of Waitangi considerations**

Not applicable.

### **Financial implications**

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

### **Policy and legislative implications**

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes.

### **Risks / legal**

None identified

### **Climate Change impact and considerations**

None identified.

### **Communications Plan**

Not required.

### **Health and Safety Impact considered**

Not applicable.

<b>a.</b>	<b>Hutt Road, Ngauranga (TR 48-19) No Stopping, At All Times</b>		
	Add to schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hutt Road	No Stopping, At All Times	East side, commencing 24.3 metres south of its intersection with Glover Street (Grid Coordinates x=1751943.47m, y=5432182.71m), and extending south following the kerbline for 60 metres.
	Hutt Road	No Stopping, At All Times.	East side, commencing 181.9 metres south of its intersection with Hutt Road (Grid Coordinates x=1751936.46m, y=5432190.52m), and extending south following the kerbline 1350 metres.
<b>b.</b>	<b>Crawford Road, Kilbirnie (TR 49-19) Time Limited Parking, P15 At All times</b>		
	Add to schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Crawford Road	Time Limited Parking, P15 At All Times.	South side, commencing 38.75 metres west of its intersection with Duncan Terrace (Grid Coordinates x=1749890.11m, y=5424622.03m), and extending west following the kerbline for 11 metres.
<b>c.</b>	<b>Taranaki Street, Te Aro (TR 50-19) Removal of Metered Carpark/NO Stopping At All Times</b>		
	Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Taranaki Street	P120 Maximum.	West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.
	Add to schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, At All Times	West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.
<b>d.</b>	<b>Frank Johnson Street, Johnsonville (TR 51-19) Time Restricted Parking P12hr</b>		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three



	Frank Johnson Street	Time Limited Parking, P12 hours	North West side, commencing 4 metres east of its intersection with Moorefield Road (Grid Coordinates X= 1,751,522.0766 m, Y= 5,435,063.1732 m) and extending in a north easterly direction following the north western kerb line for 8 metres. ( 3 - 90 degree angled parking spaces)
<b>e.</b>	<b>Adelaide Road, Berhampore (TR 55-19) Pedestrian Facility (Zebra Crossing)</b>		
	Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Adelaide Road	Pedestrian Crossing	Located 172.9 meters north of its intersection with Dover Street. (1,748,484.1, Y=5,423,291.8)
	Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Adelaide Road	No stopping at all times	East Side, Commencing 180.3 meters north of its intersection with Dover Street (Grid Coordinates X= 1,748,484.1, Y=5,423,291.8) and extending in a northerly direction for 8 meters.
	Adelaide Road	No stopping at all times	West side, Commencing 273 meters north of its intersection with Dee Street (Grid Coordinates X= 1,748,444.9, Y=5,423,187.1) and extending in a northerly direction for 8 meters.
<b>f.</b>	<b>Quebec Street, Kingston (TR 56-19) No Stopping At All Times and Bus Stop Relocation</b>		
	Delete from Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	Bus Stop, at all times	East side, commencing 278 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 15 metres.
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	No Stopping, at all times	East side, commencing 266 metres South of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 12 metres.
	Add to Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	Bus Stop, at all times	East side, commencing 288 metres

			South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 15 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	No Stopping, at all times	West side, commencing 40 metres south of its intersection with Montreal Grove (Grid Coordinates x= 1747567.401, y= 5423883.751) and extending in a southerly direction following the eastern kerb line for 29 metres.
	Quebec Street	No Stopping, at all times	East side, commencing 266 metres south of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 22 metres.
<b>g.</b>	<b>Nicholson Road and Dekka Street, Khandallah (TR 60-19) No Stopping At All Times</b>		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dekka Street	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road and extending in an easterly direction following the northern kerblane for 7 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dekka Street	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in an easterly direction following the northern kerblane for 20.5 metres.
	Nicholson Road	No Stopping, At All Times	East side, commencing at its intersection with Dekka Street (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in a northerly direction following the eastern kerblane for 20.0 metres.
<b>h.</b>	<b>Durham Street, Aro Valley (TR 62-19) No Stopping At All Times Parking Restriction</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Durham Street	No Stopping, At All Times	North side, commencing 83.9 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction

			following the northern kerbline for 10.0 metres.
	Durham Street	No Stopping, At All Times	North side, commencing 120.3 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction following the northern kerbline for 10.0 metres.
<b>i.</b>	<b>Malvern Road, Ngauranga (TR63 -19) No Stopping At All Times Parking Restriction</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Malvern Road	No Stopping, At All Times	West side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.
	Malvern Road	No Stopping, At All Times	East side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.
	Malvern Road	No Stopping, At All Times	West side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.
	Malvern Road	No Stopping, At All Times	East side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.
<b>j.</b>	<b>Dragon Street, Grenada North (TR66 -19) Time Limited Parking P10 (6am – 3pm, Monday - Friday)</b>		
	Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dragon Street	P10, 6:00am-3:00pm, Monday to Friday	North side, commencing 55.0 metres north of its intersection with Jamaica Drive (Grid coordinates x= 1754163.231m, y= 5439286.185m), extending in an easterly direction following the northern kerbline for 11 metres (2 parallel car parks)
<b>k.</b>	<b>Lawrence Street, Newtown (TR66 -19) No Stopping At All Times Parking Restriction</b>		

	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Lawrence Street	No Stopping, At All Times	North side, commencing from its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 8.9 metres.
	Lawrence Street	No Stopping, At All Times	South side, commencing 26.7 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly then northerly direction following the southern then eastern kerbline for 23.6 metres.
	Lawrence Street	Angled parking	North side, commencing 8.9 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 30.5 metres. (approximately 11 parking bays)
<b>I.</b>	<b>Palliser Road, Roseneath (TR 67-19) No Stopping At All Times Parking Restriction</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Palliser Road	No Stopping, At All Times	East side, commencing at its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 6 metres.
	Palliser Road	No Stopping, At All Times	East side, commencing 72.1 metres south of its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 8.0 metres.
<b>m.</b>	<b>Kitchener Terrace, Johnsonville (TR 68-19) No Stopping At All Times Parking Restriction</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Kitchener Terrace	No Stopping, At All Times	West side, commencing 108.4 metres from its intersection with Tarawera Road (Grid coordinates X= 1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the western kerbline for 16.8 metres.
	Kitchener Terrace	No Stopping, At All Times	East side, commencing 108.4 metres east of its intersection with Tarawera Road (Grid coordinates X=



			1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the eastern kerbline for 16.8 metres.
<b>n.</b>	<b>Bond Street, Wellington Central (TR 69-19) Time Restriction Change on An Existing Electric Vehicle Charging Station, P120 Maximum, At All Times</b>		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bond Street	Parking place in the form of electric vehicles only parking. P30 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bond Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.
<b>o.</b>	<b>Yule Street, Kilbirnie (TR 70-19) Removal of mobility park</b>		
	Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Yule Street	No stopping except for vehicles displaying an operation mobility card, Monday to Friday, 9:00am-5:00pm	West side, following the kerbline 163.5 metres north of its intersection with Coutts Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a northerly direction for 6.5 metres.
<b>p.</b>	<b>Upland Road, Kelburn (TR 71-19) Mobility park, authorised mobility permit holders only, Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm, During School Terms Only. Revised P10 time restriction, Monday-Friday, 8:00am-9:00am and 2:30pm-3:30pm, During School Terms Only</b>		
	Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	North side, commencing from its intersection with Boundary Road and extending in an easterly direction following the northern kerbline for 14 metres.
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	Bus Stop, at all times	North side, commencing 58.5

			metres west of its intersection with Kowhai Road and extending in a westerly direction following the northern kerblane for 13.5 metres.
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 6 metres north of its intersection with Kowhai Road and extending in a northerly direction following the western kerblane for 51 metres.
Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	East side, commencing from its intersection with Kowhai Road and extending in a southerly direction following the northern kerblane for 14 metres.
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	East side, commencing from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerblane for 7.5 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	Bus Stop, at all times	East side, commencing 7.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerblane for 15.0 metres.
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	East side, commencing 22.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerblane for 6.0 metres.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 28.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following

			the eastern kerbline for 21.0 metres.
	Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No stopping except for vehicles displaying an operation mobility card, Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm During School Terms Only	East side, commencing 49.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 59.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 12.0 metres.
	Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	East side, commencing 71.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres to its intersection with Kowhai Road.
	Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	East side, commencing from its intersection with Kowhai Road (Grid coordinates x= 1,747,479.214m, y= 5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres.
	Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	East side, commencing 9.0 metres from its intersection with Kowhai Road (Grid coordinates x= 1,747,479.214m, y= 5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 12.5 metres.
<b>q.</b>	<b>Cuba Street, Wellington Central (TR 73-19) Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum</b>		
	Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 26 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 30 metres (5 parallel parking spaces).

	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Cuba Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 93 metres northeast of its intersection with Manners Street ( <i>Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m</i> ), and extending in a north easterly direction for 6 metres.(1 parallel mobility park)
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 99 metres northeast of its intersection with Manners Street ( <i>Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m</i> ), and extending in a north easterly direction for 24 metres. (4 parallel parking spaces)
r.	Box Hill, Khandallah (TR 74–19) No Stopping At All Times		
	Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Box Hill	No Stopping, At All Times.	East side, commencing 148 metres east of its intersection with Nicholson Road and extending in a northerly direction following the eastern kerb line for 35 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Box Hill	No Stopping, At All Times.	East side, commencing 127 metres north of its intersection with Nicholson Road ( <i>Grid Coordinates X= 1,749,972.4774 m, Y= 5,432,401.1874 m</i> ) and extending in a northerly direction following the eastern kerb line for 89.5 metres.
s.	Clark Street, Khandallah (TR 75 -19) No Stopping At All Times		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Clark Street	No Stopping, At All Times.	West side, commencing 39 metres north west of its intersection with Simla Crescent ( <i>Grid Coordinates X= 1,749,953.5957 m, Y= 5,432,560.9675 m</i> ) and extending in a north westerly direction following the western kerb line for 11 metres.
t.	Harris Street, Wellington Central (TR 77-19) Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum		
	Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Harris Street	Metered parking, P120 Maximum. Monday to	Southwest side, commencing 81.5 metres northwest of its intersection



		Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 58.5 metres. (10 parallel carparks)
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Harris Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 17 metres. (2 mobility parks)
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Harris Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 98.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 41.5 metres. (7 parallel carparks)
<b>u.</b>	<b>Halswater Drive, Churton Park (TR 78-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Halswater Drive	No Stopping, At All Times	North side, commencing from its intersection with Lakewood Avenue (Grid coordinates X= 1,751,414.85 m Y= 5,436,674.50 m) and extending in an easterly direction following the northern kerbline for 33.8 metres.
<b>v.</b>	<b>Rangoon Street, Khandallah (TR 79-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rangoon Street	No Stopping, At All Times	West side, commencing 44.2 metres southeast of its intersection with Omar Street (Grid coordinates x= 1,750,575.60 m, y= 5,433,059.40 m), and extending in a south-easterly direction following the western kerbline for 16.5 metres.
	Rangoon Street	No Stopping, At All Times	South side, commencing 115.5 metres west of its intersection with Gurkha Crescent (Grid coordinates x= 1,750,844.95 m, y= 5,432,736.30 m), and extending in a westerly direction following the southern kerbline for 23.0 metres.
<b>w.</b>	<b>Elliott Street, Johnsonville (TR81 -19) No Stopping At All Times</b>		

	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Elliott Street	No Stopping, At All Times	North side, commencing from its intersection with Kipling Street (Grid coordinates x= 1,750,452.60 m, y= 5,434,339.90 m), and extending in a north-westerly direction following the northern kerbline for 15.3 metres.
<b>x.</b>	<b>Upoko Road, Hataitai (TR83 -19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upoko Road	No Stopping, At All Times	West side, commencing 80.0 metres south of its intersection with Alexandra Road (Grid coordinates x= 1,750,298.56 m, y= 5,426,653.60 m), and extending in a southerly direction following the western kerbline for 38.5 metres.
<b>y.</b>	<b>Dee Street, Island Bay (TR 84-19) Remove Time Limited Parking P10, (7am – 8pm, Mon – Sun)</b>		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dee Street	<i>P10, Monday to Sunday, 7:00am-8:00pm</i>	<i>South side, commencing 11 metres west of its intersection with The Parade and extending in a westerly direction following the southern kerb line for 6 metres.</i>
<b>z.</b>	<b>Dunlop Terrace, Te Aro (TR 87-19) P10 Loading Zone At All Times, P120 Metered Parking</b>		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	<i>Dunlop Terrace</i>	<i>P10, At All Times.</i>	<i>West side, commencing 56 metres south of its intersection with Vivian Street (Grid Coordinates X=2658669.154691 m, Y=5988688.914263 m) and extending in a southerly direction following the kerbline for 7.5 metres.</i>
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dunlop Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 29 metres. (5 parallel carparks)
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Dunlop Terrace	Loading Zone, P10, At All Times.	West side, commencing 37.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 11.5 metres.
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dunlop Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 12 metres. (2 parallel carparks)
	Dunlop Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 49.0 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 13 metres. (2 parallel carparks)
<b>aa.</b>	<b>Cecil Road, Wadestown (TR 88-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cecil Road	No Stopping, At All Times	West side, commencing 76.0 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m, y= 5,430,329.3 m), and extending in a southerly direction following the western kerbline for 16.4 metres.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR48-19**Location:** Hutt Road - Ngauranga**Proposal:** No Stopping, At All Times.

**Information:** Wellington City Council has received numerous complaints over the past 6 months from users of the Hutt Road shared path about vehicles parking dangerously across the path at the north end near the signalised intersection of Hutt Rd/Jarden Mile/Centennial Highway and State Highway 2. Equally officers have observed vehicles parked along the eastern shoulder of Hutt Road either partially blocking the southbound lane or with two wheels on the path partially blocking the shared path. As a result the effective width of the shared path is being reduced significantly. In addition, vehicles have been parking at the back of the path requiring them having to drive across it causing a significant hazard to people on bikes and those on foot passing through. Removing the ability to park on this section of path is consistent with the approach taken to parking at the back of the path on the recently upgraded section of the Hutt Road.

In order to tidy up this part of Hutt Road and improve safety on the shared path for people on bikes and on foot, officers propose to prohibit vehicles from parking along the eastern shoulder of Hutt Road where its shoulder width is not wide enough to safely park without encroaching into the shared path and the adjacent vehicle lanes.

Parking would be largely prohibited along the eastern shoulder of Hutt Road between the signalised intersection of Hutt Rd/Glover St/Centennial Highway and State Highway 2 and the Caltex Fuel Station to the south. A section of parking will be allowed, enough for approximately five vehicles.

Signage will also be erected to make it clear that parking is no longer permitted at the back of the path and if need be enforcement will follow.



## PROPOSED TRAFFIC RESOLUTION

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

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

### Legal Description:

*Add to schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Hutt Road</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing 24.3 metres south of its intersection with Glover Street (Grid Coordinates x=1751943.47m, y=5432182.71m), and extending south following the kerbline for 60 metres.</i>
<b>Hutt Road</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 181.9 metres south of its intersection with Hutt Road (Grid Coordinates x=1751936.46m, y=5432190.52m), and extending south following the kerbline 1350 metres</i>

**PROPOSED TRAFFIC RESOLUTION****Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke**Prepared By:** Luke Benner**(Transport Projects Engineer)****Approved By:** Paul Barker**(Manager Network Improvements)****Date:** 5/04/19**WCC Contact:**

Luke Benner

**Transport Projects Engineer**

City Design and Place Planning

Wellington City Council

113 The Terrace / PO Box 2199,

Wellington

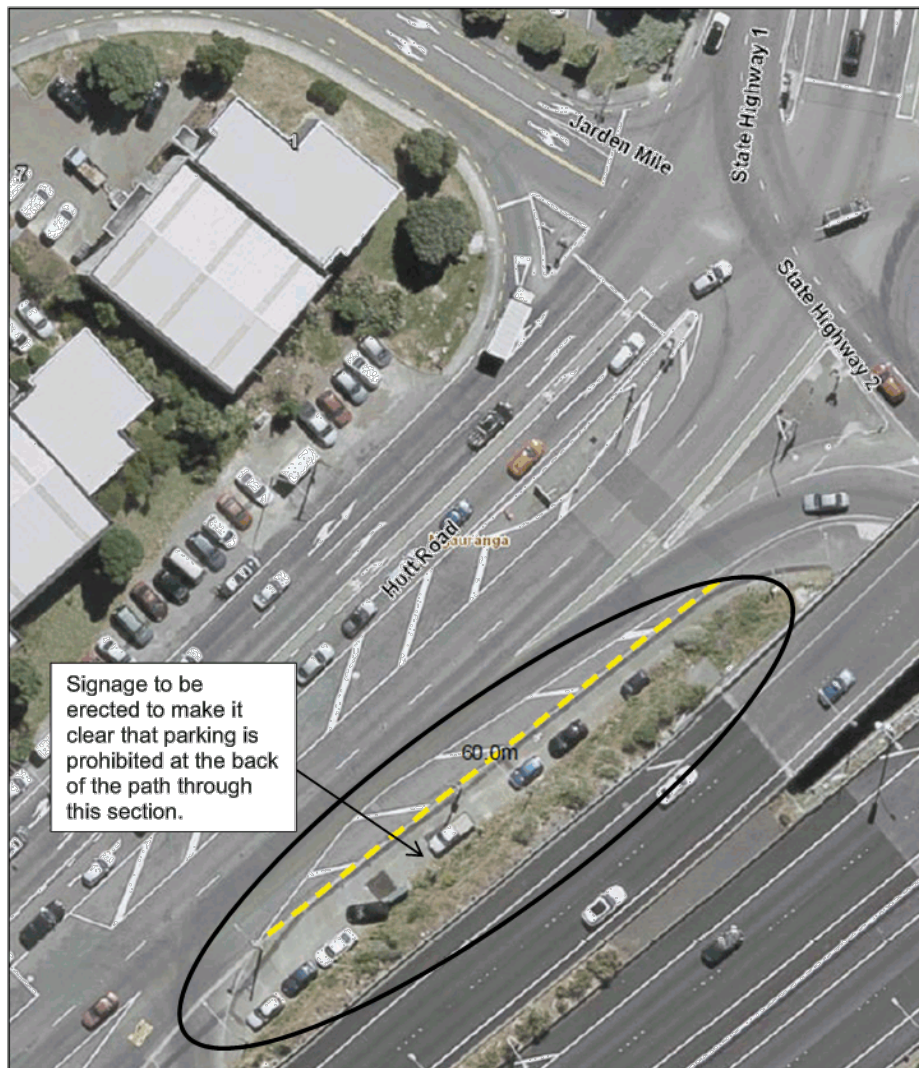
Phone: 021 890 387

Email: [luke.benner@wcc.govt.nz](mailto:luke.benner@wcc.govt.nz)

## PROPOSED TRAFFIC RESOLUTION

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

### No Stopping (Hutt Road), At All Times (Part 1)



April 5, 2019

#### Disclaimer

The use of any land or property information in OneMap is entirely at the user's own risk and discretion. Wellington City Council does not give any warranty that any information contained is accurate or complete. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from OneMap.

#### Data Statement

Property boundaries, 20m contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

#### Property Boundaries Accuracy

+/- 1m in urban areas  
+/- 30m in rural areas

#### Data Source

Census data - Statistics NZ.  
Postcodes - NZ Post.

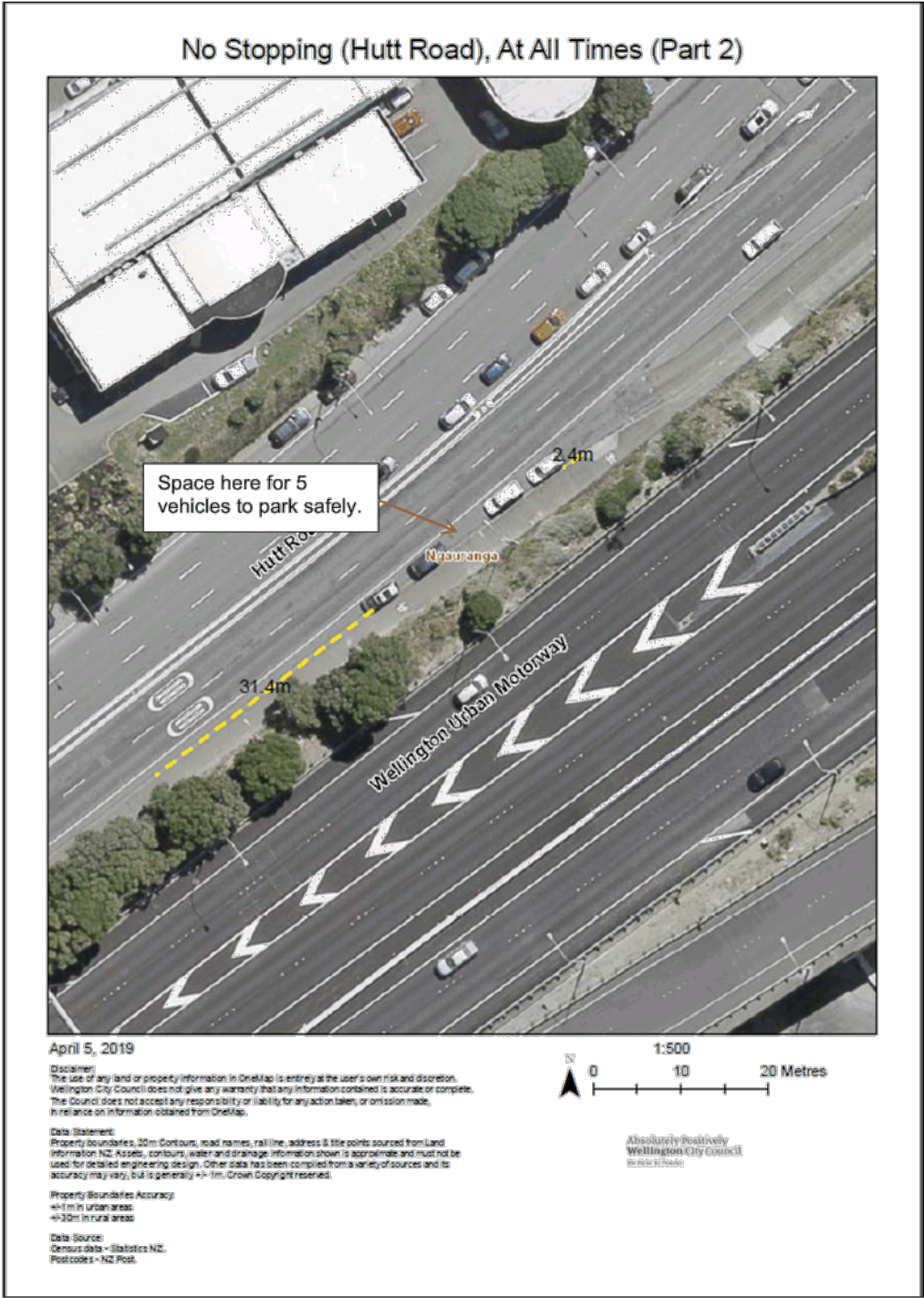


Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



**PROPOSED TRAFFIC RESOLUTION**

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





## PROPOSED TRAFFIC RESOLUTION

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

### No Stopping (Hutt Road), At All Times (Part 3)



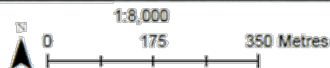
April 5, 2019

**Disclaimer:**  
The use of any land or property information in OneMap is entirely at the user's own risk and discretion. Wellington City Council does not give any warranty that any information contained is accurate or complete. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from OneMap.

**Data Statement:**  
Property boundaries, 20m contours, road names, rail line, address & title points sourced from Land Information NZ Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

**Property Boundaries Accuracy:**  
+/- 1m in urban areas  
+/- 30m in rural areas

**Data Source:**  
Census data - Statistics NZ  
Postcodes - NZ Post



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

## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Marc Paynter  
**Suburb:** Whitby  
**Agree:** Yes

This will be a great safety improvement. It is chaos in the mornings with workers being picked up in vans, buses picking up and dropping off, cyclists, pedestrians, everyone is all over the place. By keeping the cyclists to the cycle lane, the cars on the road, and the buses in the bus stop and roads, everyone will be safer.

**Name:** James Burgess  
**Suburb:** Te Aro  
**Agree:** Yes

Cycle Wellington strongly supports this change. Parking and driving on the shared path is a long-standing and increasing safety hazard. And moving vehicles entering and leaving the area cause a hazard, especially at peak rush-hour times. We ask the council to place pre-emptive advisory notices on parked vehicles before the change and do proactive parking enforcement within days of applying the markings and signage. The alternative process of delaying the start of enforcement would make the message less clear. Also, the diagram in the traffic resolution suggests a gap in the yellow lines at each end of the problem area. We ask that the lines be extended if necessary after monitoring, to protect the whole area under consideration.

**Name:** Patrick Morgan  
**Suburb:** Te Aro  
**Agree:** Yes

We support this change. Parking and driving on the shared path is a hazard. Moving vehicles entering and leaving the area cause a hazard, especially at peak rush-hour times. We ask the council to place pre-emptive advisory notices on parked vehicles before the change and do proactive parking enforcement within days of applying the markings and signage. The alternative process of delaying the start of enforcement would make the message less clear. Also, the diagram in the traffic resolution suggests a gap in the yellow lines at each end of the problem area. We ask that the lines be extended if necessary after monitoring, to protect the whole area under consideration.

**Name:** Peter Ramage  
**Suburb:** Lower Hutt  
**Agree:** Yes

It is extremely important that users this vital walking and cycling link to Johnsonville and the Hutt Valley are protected from the hazards caused by illegal parking on the footpath.

**Name:** Jim Rustle  
**Suburb:** Unknown  
**Agree:** Yes

Excellent idea. Please also sort out Thorndon Quay and Middleton Road.

## FEEDBACK RECEIVED

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

**Name:** Dale Warburton  
**Suburb:** Epuni  
**Agree:** Yes

In general, I am supportive of this proposal. However, there at present there are people who park partially over the footpath in the area where the recommended 5 parks would go. If there is no way of preventing this from happening, I suggest these 5 parks not be provided.

**Name:** J Harris  
**Suburb:** Newtown  
**Agree:** Yes

Excellent safety improvement.

**Name:** Josh Thurston  
**Suburb:** Unknown  
**Agree:** Yes

I agree that parking immediately at the corner on the shoulder/path next to the exit from SH2 southbound should be removed. This significantly narrows the shoulder and path and visibility for cyclists (and it is a two-way section for cyclists). The surface of this section could also use renewing as it is somewhat gravelly. Parking here also reduces visibility for vehicles turning into the waste disposal area / towards the Ngauranga station area. The proposed parking section for 5 vehicles on the streetside matches where some cars currently park, however these cars often park half on the path and half on the street. This is also hazardous, particularly when it is dark, as they represent a low and dangerous object on a cycle and footpath. If this parking cannot fit on the street, then it should be removed.

**Name:** Lisa Hunkin  
**Suburb:** Waiwhetu  
**Agree:** Yes

I strongly support this change because it will improve the safety of pedestrians and cyclists using the shared path.

**Name:** Sam Thornton  
**Suburb:** Newlands  
**Agree:** Yes

I support this proposal. It is a tricky spot to cycle through, so this will help remove some hazards. I suggest you include yellow lines right through the bus pull over area to make it clear to vehicles that they cannot park there. I also encourage you to consider the placement of the bus stop as it is difficult and dangerous to cycle through when people are boarding / disembarking the bus.  
Thanks.



## FEEDBACK RECEIVED

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

**Name:** Alastair Smith  
**Suburb:** Aro Valley  
**Agree:** Yes

I support Cycle Wellington's submission. It is important for the integrity of the shared path that users do not have to worry about vehicles crossing the path to park, or to have a narrowed path when vehicles park partly on the path.

**Name:** David Catling  
**Suburb:** Khandallah  
**Agree:** Yes

It is dangerous to allow parking here.

**Name:** Linda Beatson  
**Suburb:** Mount Cook  
**Agree:** Yes

Vehicles parking in this area impede access by people on foot and bikes, and are out of step with the recent improvements to the pathway on Old Hutt Rd and the tarmac section from Old Hutt Rd under the over bridge. I reiterate the points made in the submission from Cycle Wellington : Cycle Wellington strongly supports this change. Parking and driving on the shared path is a long-standing and increasing safety hazard. And moving vehicles entering and leaving the area cause a hazard, especially at peak rush-hour times. We ask the council to place pre-emptive advisory notices on parked vehicles before the change and do proactive parking enforcement within days of applying the markings and signage. The alternative process of delaying the start of enforcement would make the message less clear.

Also, the diagram in the traffic resolution suggests a gap in the yellow lines at each end of the problem area. We ask that the lines be extended if necessary after monitoring, to protect the whole area under consideration.

**Name:** Ron Beernink  
**Suburb:** Petone  
**Agree:** Yes

I full support this proposal and applaud the Council for putting the safety of people on foot and bike ahead of the convenience of car parking. This is an improvement that I have asked the Council for on behalf of Cycle Aware Wellington, so fantastic to see this proposal. I do however ask an amendment to the proposal that a raised road platform is installed at the entrance of the access road / underpass to the Ngauranga railway station, with clear signage to ensure that turning cars give way to pedestrians and cyclists. The reason for this is that we are already seeing more drivers using this to drop or pick up people from the railway station or to park there. With the loss of car parking it is likely that this will result in a further increase of cars turning into path of people walking or biking along the Hutt Rd path at this point. The raised platform would be similar to that at Westminster Street, but with enforcement for drivers to stop and give way to people on the Hutt Rd path. Unlike Westminster Street, this is easily enforceable as the access road is not an official road. I also want to take the opportunity to ask the Council to work with NZTA to urgently address the wider safety concerns at the Ngauranga Interchange; ensuring that cyclists and in particular pedestrians have proper safe facilities to cross between the Hutt Rd path, Jarden Mile, Centennial Highway and SH2.



## **FEEDBACK RECEIVED**

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

**Name:** Tim Jenkins  
**Suburb:** Karori  
**Agree:** Yes

I strongly support this proposal. Removing parking in this section will make it safer for people cycling and walking as there will be more space and motor vehicles will not cross the path.

**Name:** Andrew Bartlett  
**Suburb:** Kilbirnie  
**Agree:** Yes

Yes, cars should not have the opportunity to drive over a cycle path for long-term parking. This is dangerous to all involved.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR49-19

**Location:** Crawford Road - Kilbirnie

**Proposal:** Time Limited Parking, P15 At All times

**Information:** During April 2018, approval was received from councillors to implement a protected bike lane on Crawford Road & Constable Street between Rongotai Road & Alexandra Road. The new bike lane is one of series of projects which have been implemented between Kilbirnie and Newtown to make the route safer for people on bikes.

As part of this project a large number of car parks on the uphill side of the road were removed however after requests from the Kilbirnie Tennis Club for some parking to be retained, council officers were able to accommodate two parking spaces in the final design whilst ensuring that the adjacent bus stop and bike lane could be safely retained.

It is proposed that the two parking spaces outside no 14 Crawford Road be allocated a time restriction of 15 minutes, which in agreement with the Kilbirnie Tennis Club will allow the parking spaces to serve as a drop off and pickup area for its members coming and going.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

#### **Column One**

**Crawford Road**

#### **Column Two**

*Time Limited  
Parking, P15 At All  
Times.*

#### **Column Three**

*South side, commencing 38.75  
metres west of its intersection  
with Duncan Terrace (Grid  
Coordinates x=1749890.11m,  
y=5424622.03m), and extending  
west following the kerbline for  
11 metres.*

**Prepared By:** Luke Benner

**Approved By:** Paul Barker

**Date:** 9/04/19

**(Transport Projects Engineer)**

**(Manager Network Improvements)**

#### **WCC Contact:**

Luke Benner  
**Transport Projects Engineer**  
City Design and Place Planning  
Wellington City Council  
113 The Terrace / PO Box 2199,  
Wellington  
Phone: 021 890 387  
Email: luke.benner@wcc.govt.nz

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





## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Sandra Warwick  
**Suburb:** Unknown  
**Agree:** No

I refer to the above. My thinking is that the "at all times" part of this P15 has not been thought through. These 2 parks are essentially to allow tennis club members to pick up members. However this will only be obviously in daylight hours. If someone comes to my place for dinner at say 7.30 pm then they should be able to Park there. Please change your sign to read within the relevant hours. Besides which are you seriously going to have parking wardens patrolling 24/7 for 2 parks. I have a garage so it doesn't really matter to me but I just think this is overly prescriptive rule making and mean spirited. Thank you for reconsidering this. Regards, Sandra Warwick.

### Officers Response:

The P15 restriction proposed for the two parking spaces will be enforceable during the time period (8 am and 6 pm). Outside of these times longer stay parking is allowed which is not expected to have any negative effect on users of the Tennis Club or that of people on bikes travelling through the area.

**Name:** Sarah McNeill GWRG  
**Suburb:** Te Aro  
**Agree:** Yes

Across the region, bus stops are often used informally as pick up/drop off points for private vehicles. The proposed P15 parking spaces in front of the bus stop outside 14 Crawford Road would provide a safe location for pick up/drop offs to be made, therefore reducing the likelihood of this hazard occurring within the bus stop. The stop layout continues to provide an adequate bus box and entry/exit taper lengths to ensure the bus stop operates efficiently.

**Name:** James Burgess Cycle Aware  
**Suburb:** Te Aro  
**Agree:** Yes

Cycle Wellington strongly supports this change. Retaining parking here helps people using the tennis club. But it also causes a pinch point for anyone on a bike who has not followed the entrance to the bus stop shared path, for example if the bus stop is busy with passengers. Time-limiting the parks means they are more likely to be available for their intended purpose of tennis club drop-offs and pick-ups - currently they seem to often be used for longer term or all-day parking. And it means they are more likely to be empty, removing the pinch point for people passing on bikes who have not ridden up onto the bus stop shared path.

**Name:** Patrick Morgan Cycle Aware  
**Suburb:** Te Aro  
**Agree:** Yes

We strongly support this change. Long term parking here causes a pinch point for anyone on a bike who has not followed the entrance to the bus stop shared path, for example if the bus stop is busy with passengers. Time-limiting the parks means they are more likely to be available for their intended purpose of drop-offs and pick-ups. Currently they are used for longer term or all-day parking. And it means

## FEEDBACK RECEIVED

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

they are more likely to be empty, removing the pinch point for people passing on bikes who have not ridden up onto the bus stop shared path.

**Name:** J Harris  
**Suburb:** Newtown  
**Agree:** Yes

Cars parked there push kids etc towards traffic, create conflict. Good compromise with tennis club for drop offs. Will make parks more useful for more club members

**Name:** Alastair Smith Cycle Wellington  
**Suburb:** Aro Valley  
**Agree:** Yes

I support Cycle Wellington's submission. These parks are a compromise and affect the flow of the cycleway. The time limit will make it clear that their intended purpose is for drop off/ pick up.

**Name:** Pablo Gomes Ludermer  
**Suburb:** Island Bay  
**Agree:** No

I'd prefer if the council implemented a zebra crossing in front of the tennis club so pedestrians could cross the road safely and without putting people on bikes next to cars again.

### Officers Response:

There is an existing zebra crossing just to the south of the Tennis Club on Crawford Road near the intersection with Duncan Terrace. As part of the cycleway project this crossing has been retained with visibility enhancements made improving safety for people crossing the road here.

**Name:** Linda Beatson  
**Suburb:** Mount Cook  
**Agree:** Yes

I reiterate the points made by Cycle Wellington regarding this proposal. Cycle Wellington strongly supports this change. Retaining parking here helps people using the tennis club. But it also causes a pinch point for anyone on a bike who has not followed the entrance to the bus stop shared path, for example if the bus stop is busy with passengers. Time-limiting the parks means they are more likely to be available for their intended purpose of tennis club drop-offs and pick-ups - currently they seem to often be used for longer term or all-day parking. And it means they are more likely to be empty, removing the pinch point for people passing on bikes who have not ridden up onto the bus stop shared path.

**Name:** Tim Jenkins  
**Suburb:** Karori  
**Agree:** Yes

I strongly support this proposal. Reducing the long term use of these parking spaces will reduce the chance of conflict at a pinch point for cyclists.

## **FEEDBACK RECEIVED**

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

**Name:** Andrew Bartlett  
**Suburb:** Kilbirnie  
**Agree:** Yes

I strongly support this proposal, these car parks are an aberration and if they must be maintained they should be short-duration so that they do not interfere with the cycle lane and the free operation of the bus stop. I ride this lane daily as I live nearby. Bus movements already constrict the downhill side of the lane, by ensuring these parks are less occupied this may be less of an issue.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR50-19

**Location:** Taranaki Street - Te Aro

**Proposal:** Removal of metered carpark and the marking of no stopping lines.

**Information:** Council officers have received numerous requests from the public for the removal of a carpark situated directly outside No. 198 Taranaki Street.

The carpark in this location creates a pinch point for people on bikes when heading north along Taranaki Street when there is a vehicle parked there. People on bikes travelling north along Taranaki Street have allocated space on the approach to the Karo Drive signals, when crossing the intersection and for the first 30m or so north of the intersection there is sufficient space for bikes and cars to safely travel beside each other before getting to the single car parking space in question. Immediately to the north of this parking space the single lane splits into two through lanes and a right turn lane into Martin Square.

Officers have observed the issues faced by those on bikes and agree with the concerns raised and agree that the removal of this single parking space will eliminate the need for those on bikes to ride in the busy traffic lane, the removal of this space will also help to smooth traffic flow and assist in better lane utilisation along Taranaki Street generally

It is proposed that the carpark outside No. 198 Taranaki Street be removed and "No Stopping Lines" marked in its place to remove the safety risk which exists.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Taranaki Street</b>	<i>P120 Maximum.</i>	<i>West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.</i>

*Add to schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Taranaki Street</b>	No Stopping, At All Times	<i>West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.</i>

Prepared By: Luke Benner  
Approved By: Paul Barker  
Date: 4/04/19

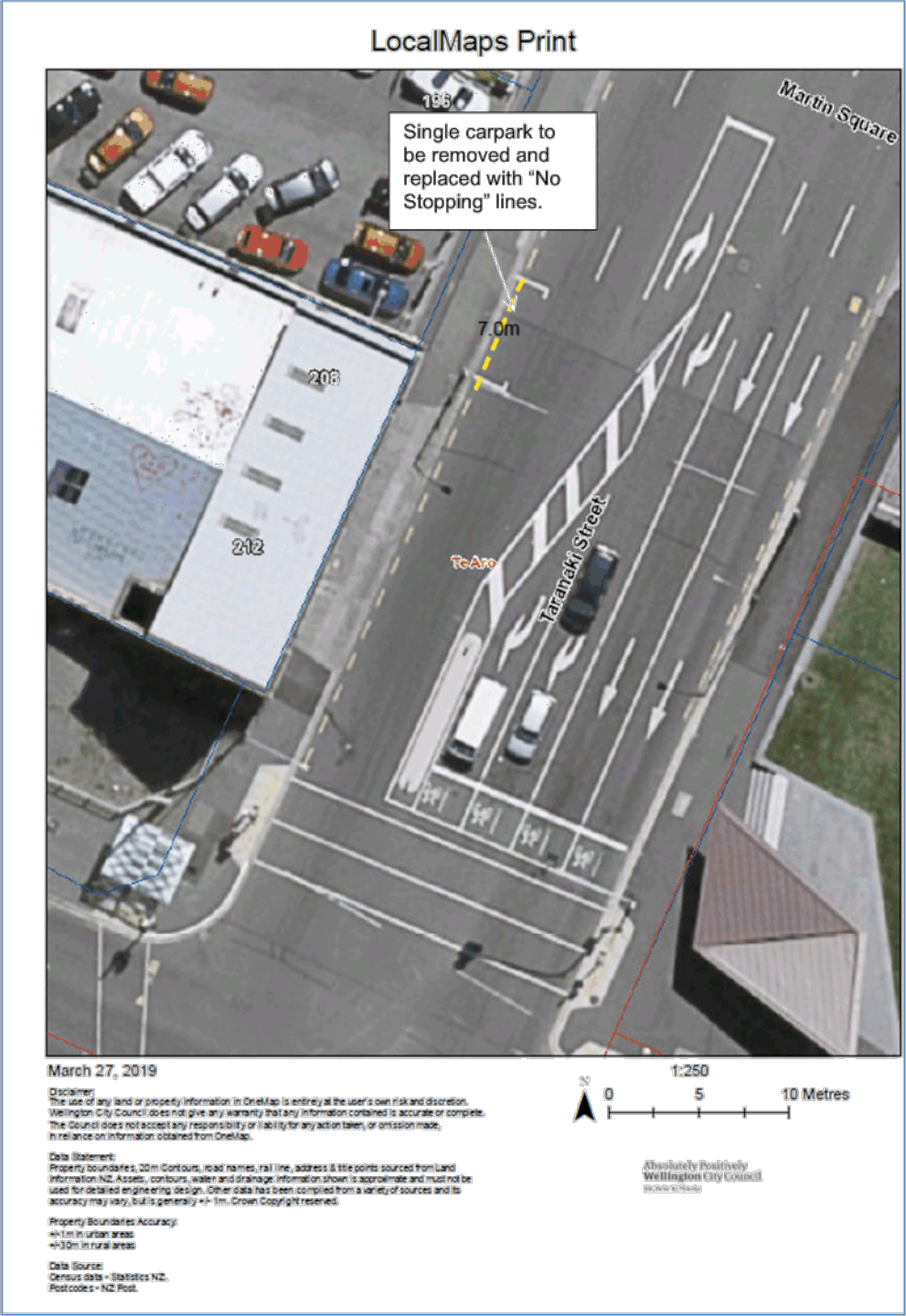
(Transport Projects Engineer)  
(Network Improvements Manager)

#### WCC Contact:

Luke Benner  
Transport Projects Engineer  
City Design & Place Planning  
Wellington City Council  
113 The Terrace / PO Box 2199,  
Wellington  
Phone: 021 890 387  
Email: Luke.Benner@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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



## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Guest User  
**Suburb:** Unknown  
**Agree:** Yes

We support this change. Removing the pinch point will make biking (and driving) here safer. The lead-in lane just before crossing Karo drive means people on bikes are often to the left of a queue of traffic, making it harder than usual, and more unpleasant, to try to take the lane to pass this hazard. Removing the pinch point will mean people on bikes feel safer and car traffic has a simpler exit from the intersection.

**Name:** Patrick Morgan  
**Suburb:** Te Aro  
**Agree:** Yes

Let's fix this pinch point.

**Name:** Linda Beatson  
**Suburb:** Mount Cook  
**Agree:** Yes

I agree with this, as a regular user of this section of road, it can be a bit uncomfortable here, and removing this park will alleviate this.

**Name:** Tim Jenkins  
**Suburb:** Karori  
**Agree:** Yes

I strongly support this proposal. Removing this pinch point will make it safer for cyclists and other road users.

**Name:** James Burgess  
**Suburb:** Te Aro  
**Agree:** Yes

We support - removes a pinch point.

**Name:** Andrew Bartlett  
**Suburb:** Kilbirnie  
**Agree:** Yes

I strongly support the removal of pinch points.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 51 – 19

**Location:** Frank Johnson Street - Johnsonville

**Proposal:** Time Restricted Parking P 12 hr

**Information:** Ward Councillors and in the past the Johnsonville Community Association ( JCA) have brought to Officers attention that there is an ongoing problem of advertisers using three parking spaces closest to the roundabout, typically for several weeks, and up to several months at a time. Officers confirm this is an issue. Advertising vehicles range from vans to trailers with signage up to 2.5m high and 5m long, often with markings indicating they are owned by professional advertisers. Such large signage in very close proximity to a very busy roundabout can be a distraction to drivers. The carparks they take up also denies the use by private passenger vehicle users in an area where parking is limited.

There are about 30 non time-limited carparks on Frank Johnston Street which are occupied most working days by commuters and workers from adjacent businesses and it is rare to find a "free" carpark in this area. Short-term parking is very limited on the nearby streets for about 150 metres in any direction.

Net parking loss: Nil ; a P12hr time restriction is proposed for 3 spaces

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Frank Johnson Street</b>	Time Limited Parking, P12 hours	North West side, commencing 4 metres east of its intersection with Moorefield Road (Grid Coordinates X= 1,751,522.0766 m, Y= 5,435,063.1732 m) and extending in a north easterly direction following the north western kerb line for 8 metres. ( 3 - 90 degree angled parking spaces)
-----------------------------	---------------------------------	---

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 11/06/2019

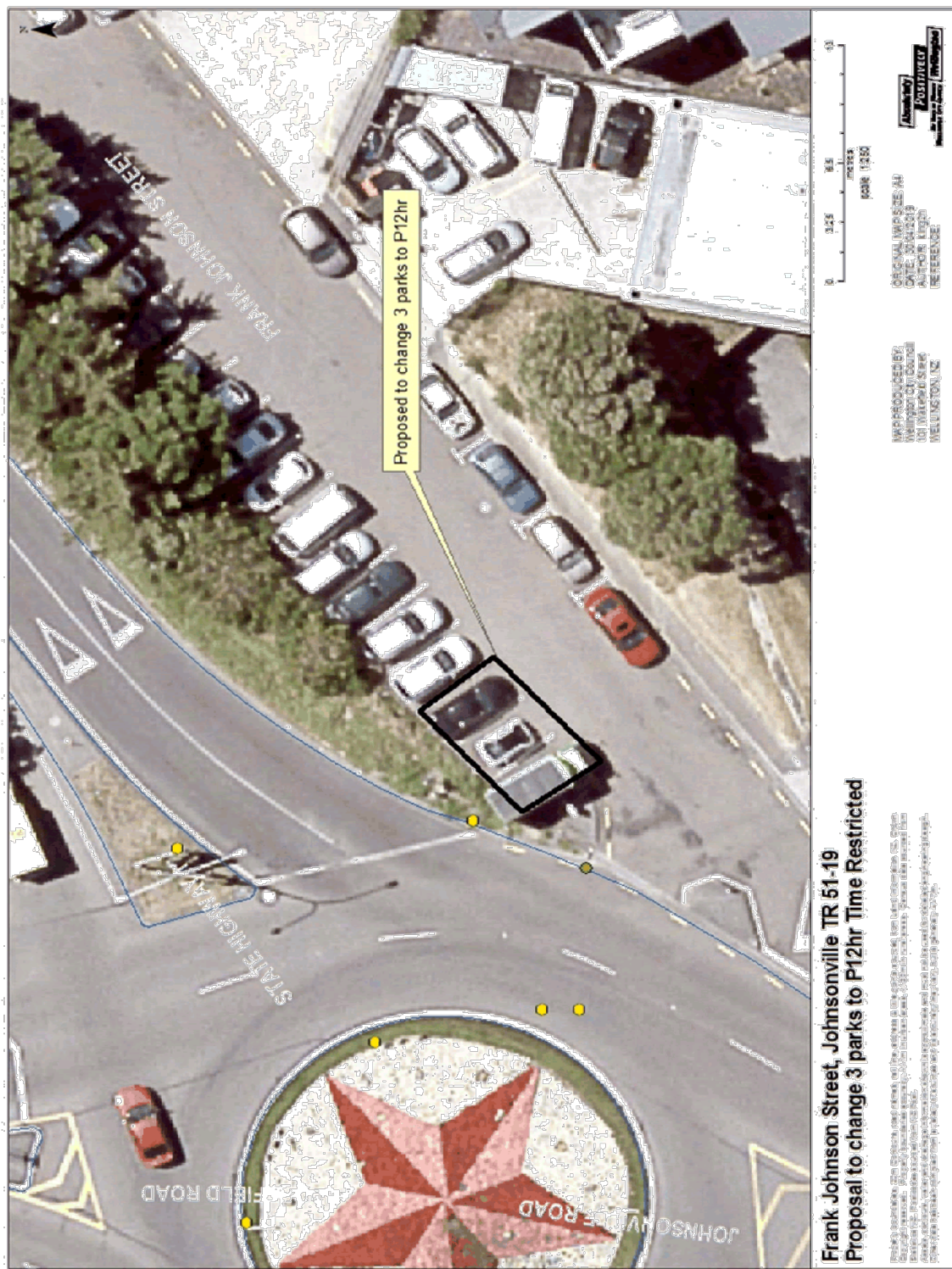
**(Principal Transport Engineer)**  
**(Chief Advisor)**

### WCC Contact:

Charles Kingsford  
Principal Transport Engineer  
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Email: Charles.kingsford@wcc.govt.nz

## PROPOSED TRAFFIC RESOLUTION

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



## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Jonathan Steven  
**Suburb:** Johnsonville  
**Agree:** Not stated

This will not solve anything. The business below will need to be stopped from using the carpark for commercial purposes. At the end of the day they move the cars back inside their workshop so the 12hr limit doesn't help. The business needs to be approached directly. I usually park my car in the public car park on Frank Johnson St at about 7:25am in the morning. Before 7:30 the carpark is completely full. At any given time 10-15 carparks are taken up by the Blair Wright group and their damaged cars which they repair as part of their regular business. After the carpark is full the company the Blair Wright group will continue parking cars down the middle of the carpark (illegally). This is depicted in the pictures.

1. > Parking the cars as depicted is illegal.
2. > Immoral as they are using a public carpark for commercial purposes
3. > A health and safety risk as there is no quick way to escape or get cars out of the carpark if urgency
4. > is required. (if an accident or natural disaster occurs)
5. > A public nuisance as many employees from the surrounding businesses have nowhere to park their
6. > cars when the park is full (before 7:30am)

I would appreciate a solution to this problem that would involve the company, the Blair Wright Group to stop parking their damaged cars in this public carpark A great deal of surrounding businesses and the public are affected by this.

### Officers Response:

As a result of the feedback received and a recent site visit on a weekday morning, the key elements of the traffic resolution is the ongoing problem of advertisers using three parking spaces closest to the roundabout typically for several weeks. Parking of cars related to business operations will be investigated, however there appeared to be no instances of this happening on a recent site visit.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference Number:** TR55 - 19

**Location:** Adelaide Road, Berhampore

**Proposal:** Pedestrian Facility (Zebra Crossing) – Adelaide Road

**Background:** A new community Playground is currently being constructed adjacent to the existing Skate park on Adelaide Road. Toilet facilities for these amenities are across the road at the Wakefield Park Sports-fields.

Council Officers therefore propose to install a zebra pedestrian crossing to provide a safe crossing point between these two amenities. The proposed zebra crossing is an upgrade of the current central refuge facility and kerb buildouts and has been undertaken in consultation with Parks, Sports and Recreation to tie in with the opening of the new playground currently being constructed. There is a good chance the zebra crossing will be constructed prior to the City Strategy Committee meeting.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Adelaide Road	Pedestrian Crossing	Located 172.9 meters north of its intersection with Dover Street 1,748,484.1, Y=5,423,291.8)

Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	No stopping at all times	East Side, Commencing 180.3 meters north of its intersection with Dover Street (Grid Coordinates X= 1,748,484.1, Y=5,423,291.8) and extending in a northerly direction for 8 meters
<b>Adelaide Road</b>	No stopping at all times	West side, Commencing 273 meters north of its intersection with Dee Street (Grid Coordinates X= 1,748,444.9, Y=5,423,187.1) and extending in a northerly direction for 8 meters

Prepared By : **Amin Shahin** (Area Traffic Engineer)  
Approved By: **Steve Spence** (Chief Transport Advisor)  
Date: **11/06/19**

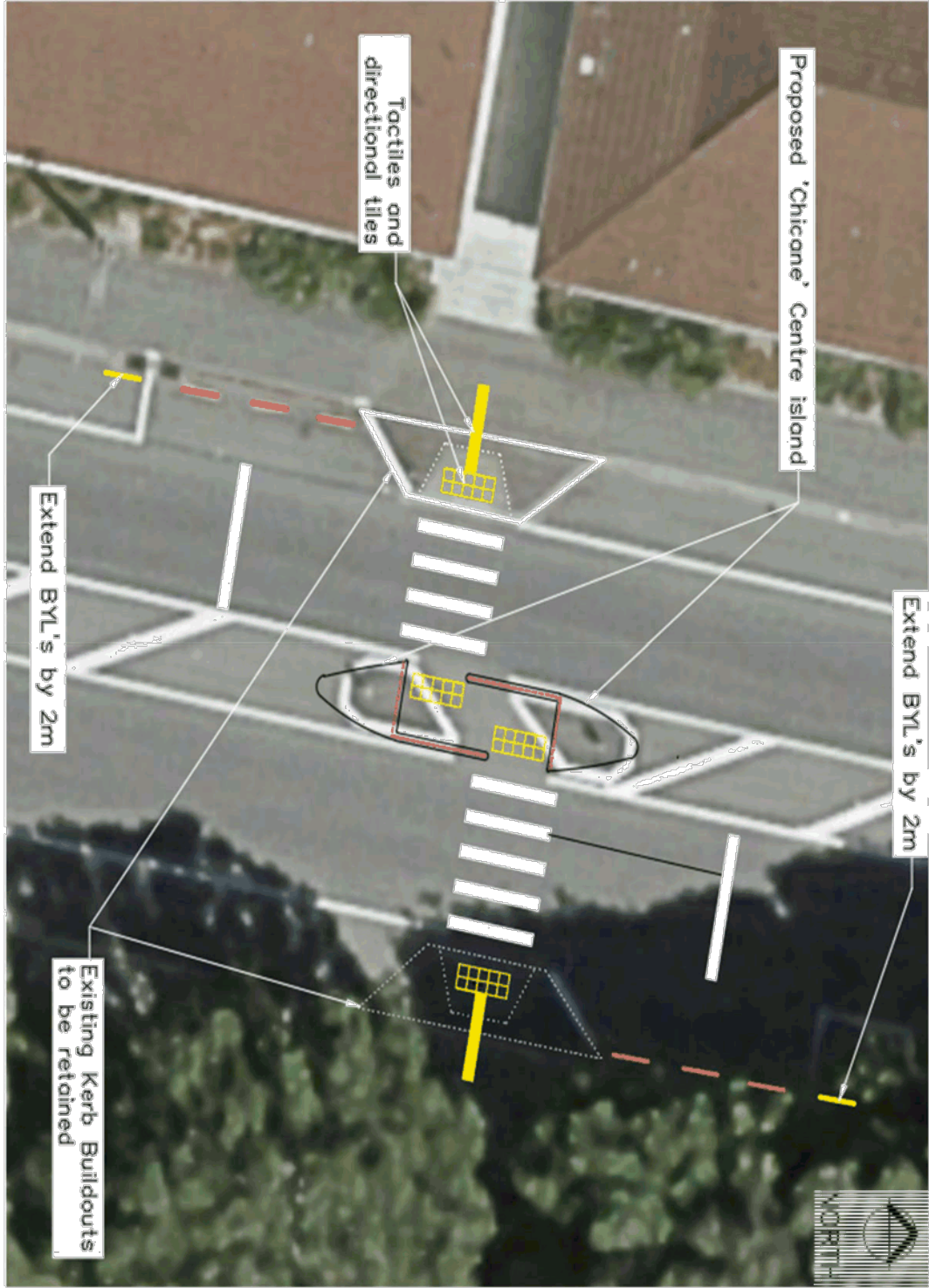
### WCC Contact:

Amin Shahin  
Area Traffic Engineer  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8084  
Email: amin.shahin@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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

Attachment 1: Indicative layout Pedestrian Facility Adelaide Road, Berhampore



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Guest User  
**Suburb:** Unknown  
**Agree:** Yes

We support this change. A crossing is needed here and will hopefully lead to more cautious driving and slower speeds as drivers know they may need to stop. We'd like to point out that while improving crossings for people on foot, all median refuges and pedestrian build-outs create pinch points for people on bikes. This proposal doesn't make this pinch point worse, but work to improve pinch points when making similar changes or resurfacing roads with crossings would be great.

**Name:** Patrick Morgan  
**Suburb:** Te Aro  
**Agree:** Yes

People crossing the road to access the playground and park deserve protection.

**Name:** Barbara McCallum  
**Suburb:** Island Bay  
**Agree:** Yes

Users of Wakefield park and the playground need a safe way to cross the road. The nearest crossings are in Berhampore and Island Bay which are too far away to expect kids to use

**Name:** Regan Dooley  
**Suburb:** Island Bay  
**Agree:** Yes

Excellent idea and long overdue. It will be particularly important to have a pedestrian crossing here when the new children's playground opens. Please do consider whether anything can be done to reduce the size of the kerb extensions which currently create a very nasty pinch point for people on bikes.

**Name:** Andy Doyle  
**Suburb:** Island Bay  
**Agree:** Yes

I think this is a very important move, and will increase the safety in an area that has already had several accidents and near misses.

**Name:** Tessa Johnstone  
**Suburb:** Island Bay  
**Agree:** Yes

This would be great, much needed. However, drivers are often going at 50/60 down this road so either a speed reduction to 30 or 40 in this area, and: or extensive signage to ensure no-one gets hit on the crossing.

## FEEDBACK RECEIVED

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

**Name:** Pablo Gomes Ludermir  
**Suburb:** Island Bay  
**Agree:** Yes

I support any traffic calming measures that can be put in place between Adelaide Road and The Parade. That is a zone where cars frequently speed and there are always a lot of children frequenting the area.

**Name:** Linda Beatson  
**Suburb:** Mount Cook  
**Agree:** Yes

Safe crossing for pedestrians on this section of road is sorely needed. I wish to draw the attention of officers to the number of people on bikes who use this roadway, and to ensure that the design solution adequately addresses the needs of people on bikes - i.e. - does this create a pinch point? Can this be mitigated?

**Name:** James Burgess  
**Suburb:** Marion Square  
**Agree:** Yes

We support - much-needed crossing and may slow traffic. Consider extending no-parking zones for better sight line. (Re-sent after missing confirmation)

**Name:** Liz Springford  
**Suburb:** Berhampore  
**Agree:** No

I totally support safe crossing for both the increasing number of children and caregivers who will be using the wonderful new playground (well done WCC!) and the large numbers of children and adults already crossing during training and sports events. But I oppose the design of the proposed zebra crossing for two important safety reasons: 1. WCC has a Sustainable Transport Hierarchy Policy which requires WCC to prioritise people walking, followed by people cycling, with private motor vehicles at the bottom of the hierarchy. Although the crossing prioritises people walking, people cycling are put in increased danger in an already dangerous area for cycling - and many people commute from Island Bay and further afield along this very busy stretch of road. It is not ok to deliberately design "pinch points" and create even greater danger for cyclists - both adults and children who bike here. Cycling needs to be safer and more attractive for zero carbon climate protection, health, equity and efficient land use reasons - all of which build to a twenty dollar return for every WCC rates dollar spent on segregated cycleways and slow streets. The solution is to allow cyclists to continue to cycle close to the footpath, by having "cut-outs" in the kerb outcrops designed to protect pedestrians. The peak times for cyclists are the commute times, and these don't tend to coincide with Wakefield Park use, or future use of the new playground. 2. The new zebra crossing alone risks creating even more danger for children and adults crossing by giving a false sense of security. This is a busy road. We already have repeated problems with speeds above 30kph restriction in Berhampore, near misses of vehicles crashing into people with pushchairs legitimately crossing at pedestrian crossings controlled by lights, a car flipping over on Adelaide Road just 10-20 metres up from the proposed zebra crossing, and vehicle drivers ignoring double yellow lines to pass cyclists. Driver behaviour is dangerous. We need other measures to slow traffic from 50kph to 30kph in the vicinity of the new crossing, speed cameras to enforce, and modifications to the roading environment that encourage vehicle drivers to instinctively stick to 30kph and respect more vulnerable road users, especially children crossing at the new zebra crossing. Thank for this opportunity



## FEEDBACK RECEIVED

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

to give feedback, I look forward to discussing this with WCC and am happy to be contacted anytime.

### Officer's response:

Thankyou for your feedback. To address the concerns that you are raised, I can respond as follows:

1. The measured width between the physical kerbs for northbound (uphill traffic) will be 4.3 metres. This meets the design requirements for cars and cyclists travelling side by side. For the southbound traffic cyclists will be 'taking' the lane and travelling at a speed not greatly different to cars. I consider the design provides a safe facility for both cyclists and pedestrians.
2. A 30km/h speed zone is not part of Councils policy for short lengths of the road network and the use of Driver Speed Feedback signs (DSFS) is part of a roll out program to alert drivers to excessive speed.
3. To alert drivers to their travel speed a Driver Speed Feedback sign (DSFS) was installed approximately 2 years ago approximately 140 metres north of the proposed zebra crossing. When drivers are travelling above 50km/h a SLOW flashing sign is illuminated to alert drivers to slow down.
4. A check of the current speeds for northbound traffic will be undertaken for the consideration of a DSFS on the northbound approach to the proposed zebra crossing.
5. The no stopping restriction has been extended on each side of the crossing point with this traffic resolution to facilitate better sightlines from the driver to a pedestrian about to cross at the zebra crossing to facilitate safe stopping.
6. The proposed operation of the zebra crossing will be monitored and any other treatments will be considered as necessary.

Thankyou again for your feedback on this important safety improvement to the network.

**Name:** Kate Searle  
**Suburb:** Berhampore  
**Agree:** Yes

Thank you for the opportunity to provide feedback on the traffic resolution for the proposed zebra crossing on Adelaide Road (TR55-19). The proposed new crossing is a great initiative to make Adelaide Road safer for children & caregivers enjoying the new playground. While the Berhampore Community Association is very supportive of the zebra crossing in principle, we wish to make the following suggestions:

1. We support further environmental change in the vicinity of the zebra crossing to encourage drivers to slow down in this area and/or to further draw their attention to the crossing, ensuring that the pedestrian crossing is respected and safe. We have seen a number of vehicle crashes along this particular stretch of road recently (including several vehicles that have rolled, presumably while travelling at speed). We are also aware of numerous instances where members of our community have had very close near-misses with cars while crossing Adelaide Road at the lights in Berhampore Village or on the zebra crossing at the bottom of Chilka Street, where drivers have not stopped for pedestrians. Given that the proposed crossing will often be used by children, we request additional measures to minimise potential dangers to pedestrians using the crossing. A pedestrian crossing alone is not enough, and may create more risk through misleading perceptions of safety.

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

2. The design endangers the many people on bikes who also ride on this road. The kerb buildouts create pinch points where people on bikes are forced to move into the line of traffic. We would like to see further consideration of all road users here - perhaps this could be fixed by cutting a space between the gutter and kerb buildouts, so that people on bikes can ride through, rather than be forced through a narrow section of road created by the kerb buildouts. At the same time, existing kerb buildouts could be similarly adjusted so we no longer have dangerous pinch-points along this stretch of Adelaide Road - to the relief of both people on bikes & vehicle drivers. I (or other representatives of BCA) would be more than happy to discuss this further with WCC staff - feel free to contact me via this email address or on my phone number.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference Number:** TR 56-19

**Location:** Quebec Street, Kingston

**Proposal:** No Stopping At All Times  
Bus Stop Relocation

**Background:** In mid-July 2018 Greater Wellington launched a new bus network across Wellington City. On implementing the new network it was confirmed that access to the new bus stops on Quebec Street was an issue for bus users.

While this issue was raised in considering the new bus stops in March it was left to be monitored following the changes. Although traffic volumes are low there is a desire from the community for a safe crossing facility to buses on the opposite side of the street from the catchment they serve.

### Consultation

Having considered a number of options with community representatives, including locating bus stops on the other side of the street, it was concluded the bus stops should remain in their current location, apart from the northern bus stop on the eastern side would be relocated 10m south to facilitate improved sight lines to pedestrians at a proposed pedestrian facility installed across Quebec Street. Previous feedback received for (TR152-18) is attached.

The proposed location of the pedestrian ramps best serves both bus stops. To install the ramps further north by Montreal Grove would take the pedestrian ramps too far away from where users want to cross in this area. On balance the proposed location will provide a worthwhile amenity for all users to access the bus stops.

Surveys have been carried out at Quebec Street to determine the number of pedestrians crossing the road to reach the bus stops. These surveys were conducted over 2 time periods, 7:30am – 9:00am and 3:00pm – 6:00pm on 12 December 2018. The results from these surveys were used to calculate an hourly pedestrian – vehicle value to determine if a zebra crossing could be considered for this location. To warrant the installation of a zebra crossing the result of number of vehicles multiplied by the number of pedestrians crossing in the proposed location should be greater than 40 000 in a peak hour. From the surveys conducted the peak hour was between

## PROPOSED TRAFFIC RESOLUTION

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

5pm – 6pm and the calculated vehicle x pedestrian gave a total of 7 380. This is significantly lower than what is warranted for a zebra crossing.

Recent communication with GWRC has indicated proposed changes to route 7. In particular, bus patrons would board route 7 from the turnaround area and this would mean that around half of the bus patrons currently crossing Quebec Street would no longer make this crossing manoeuvre.

It is therefore considered that the proposed pedestrian improvements meet the current and future expected pedestrian demands.

Pedestrian improvements are proposed and will be monitored in the future to establish if this facility should be converted to a zebra crossing. The proposed improvements will provide a useful improvement for pedestrians and the no stopping restrictions together with relocation of the bus stop will significantly improve the sightlines to pedestrians and will provide an increased level of safety for pedestrians. The ramps with kerb buildouts are positioned on the desire line of the majority of users.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Quebec Street</b>	Bus Stop, at all times	East side, commencing 278 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 15 metres.

Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Quebec Street</b>	No Stopping, at all times	East side, commencing 266 metres South of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 12 metres.

Add to Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Quebec Street</b>	Bus Stop, at all times	East side, commencing 288 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 15 metres.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

Add to Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Quebec Street</b>	No Stopping, at all times	West side, commencing 40 metres south of its intersection with Montreal Grove (Grid Coordinates x= 1747567.401, y= 5423883.751) and extending in a southerly direction following the eastern kerb line for 29 metres.
<b>Quebec Street</b>	No Stopping, at all times	East side, commencing 266 metres south of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 22 metres.

Prepared By : **Charles Kingsford** (Team Leader Traffic Engineering)  
 Approved By: **Steve Spence** (Chief Transport Advisor)  
 Date: **11/06/2019**

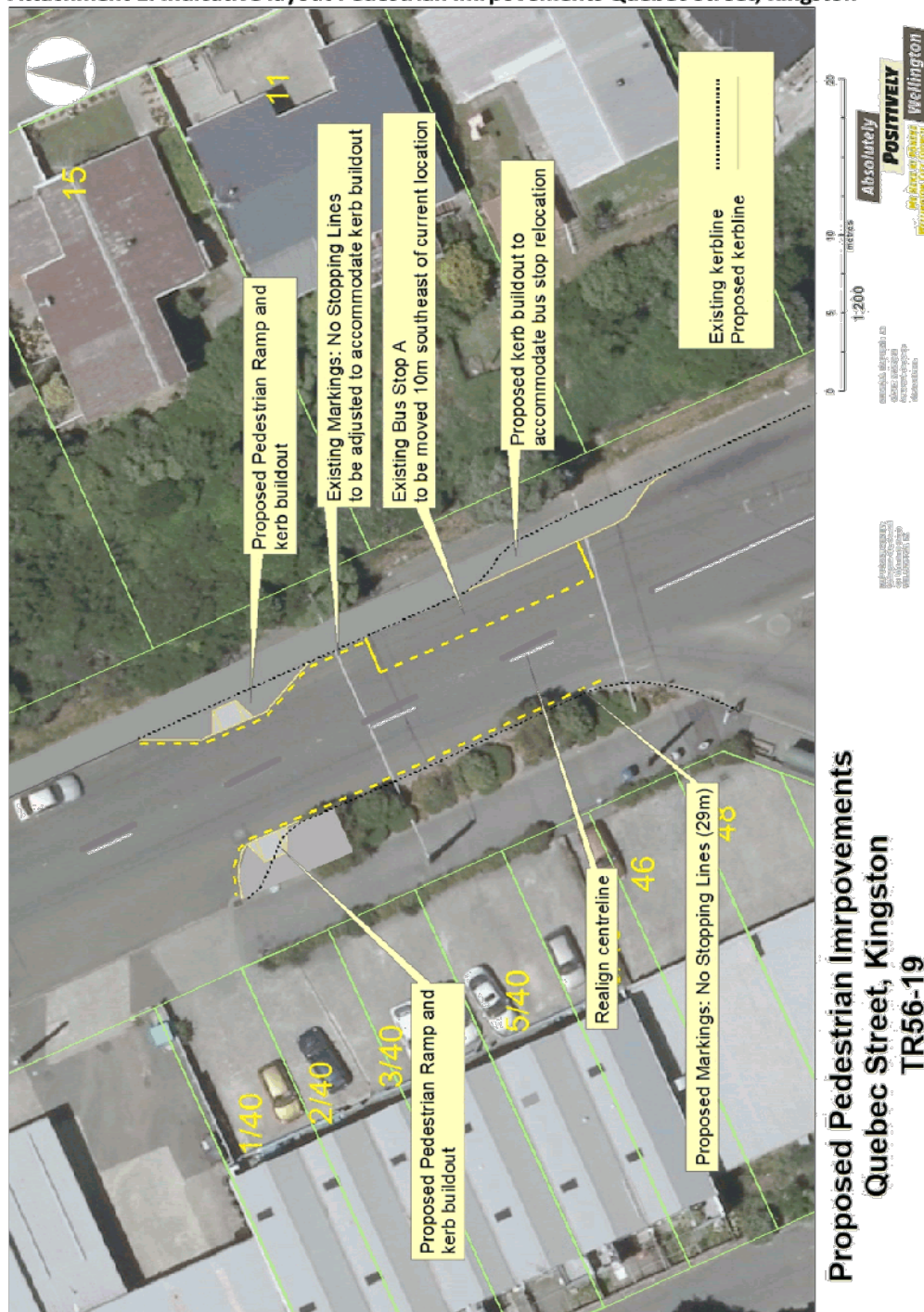
**WCC Contact:**

Charles Kingsford  
 Team Leader Traffic Engineering  
 Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Phone: +64 4 803 8641  
 Email: Charles.Kingsford@wcc.govt.nz

## PROPOSED TRAFFIC RESOLUTION

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

Attachment 1: Indicative layout Pedestrian Improvements Quebec Street, Kingston



## FEEDBACK RECEIVED

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

### Previous Feedback Received (TR152-18):

**Name:** Mike Mellor, Living Streets  
**Suburb:** Not given  
**Agree:** Yes

Good idea, but even better would be to revert to the previous bus stop arrangement, adjacent to the shops, avoiding the need to many bus users to cross the road here.

**Name:** Rhona Hewitt, Greater Wellington Regional Council  
**Suburb:** Not  
**Agree:** Yes

GWRC supports the installation of a pedestrian refuge in Quebec Street Kingston and associated no stopping lines to enable better pedestrian access to the bus stop as this will improve safety for boarding and alighting passengers.

### Officers Response:

Community representatives have expressed a view that the proposed pedestrian facility does not give them the protection that they expect. Their preference is for a zebra pedestrian crossing. In this location a zebra crossing is not warranted because it cannot meet visibility requirements and the number of pedestrians together with the volume of traffic is relatively low. The proposed treatment will provide a useful improvement for pedestrians and the central median will provide a good cue to motorists to look for pedestrians. This improvement is a worthwhile amenity for pedestrians. It will also provide an increased level of safety for pedestrians while other options for the area are considered.

### Feedback Received (TR56-19):

**Name:** Sarah McNeill  
**Suburb:** Te Aro  
**Agree:** Yes

Thank you for working with GWRC to monitor the need for improvements to the Quebec Street pedestrian crossing facilities in Kingston. Installing new pedestrian kerbs and build outs, shifting the bus stop and adding new no-stopping lines will improve the safety and customer experience of Metlink customers using this stop. The stop layout continues to provide an adequate bus box and entry/exit taper lengths to ensure the bus stop operates efficiently.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Perry Aspros  
**Suburb:** Brooklyn  
**Agree:** Not stated

With your / WCC roading engineers proposal you feel confident that you can slow the traffic along Quebec Street - between the garage and the shops adjacent to the Kingston Bus Hubs specifically around Bus Stop A & B- by way of road "cushions" and speed limits etc, altering the centre line.

Further by also installing a pedestrian refuge further down Halifax Street ,to the south leading into the Kingston Hub, you feel this will also slow the overall traffic flow, allowing bus passengers - and other residents - to cross this portion of Quebec Street safely. Which is what residents are after, what Montessori School is after and what GBRAI have been instructed to seek.

We are disappointed that we are unable to convince you about installing a "zebra crossing" behind Bus stop A. We acknowledge you showing us your pedestrian & vehicle counts and standard methodology and standards set down by NZTA. That said, the compromise solutions you have come up with appear to cover the primary issue here - pedestrian safety - at this stage. .

Provided that Greater Wellington Regional Council and Metlink and TransUrban agree with the changes and that they agreed with them, we will support your resolutions. It is also noted that they must also implement their changes ,i.e the pick up and real time information at bus stop C

We would like it clearly noted and recognized that if there is no improvement in safety then we reserve the right to come back.

### Officer's response:

Thankyou very much for your feedback following our recent meeting.

The feedback provided is a good summary of the meeting's conversation(s)

As agreed we will develop a plan for traffic calming (traffic cushions) in the bus hub area and we will liaise with you, the Brooklyn Residents Association and Kingston resident's representative.

Safety improvements on Halifax Street are outside the area of this specific traffic resolution. I am, however meeting a roading engineer on Halifax Street near Breton Grove to investigate extending the footpath and to investigate options to improve pedestrian safety in this area which may include providing a central pedestrian refuge

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 60 – 19

**Location:** Nicholson Road and Dekka Street, Khandallah

**Proposal:** No Stopping At All Times

**Information:** Greater Wellington Regional Council has passed on a number of reports from the bus operators that bus drivers are finding it difficult to negotiate the right and left turns at the intersection of Nicholson Road/ Dekka Street. Reports were also received from the members of the public that the buses had hit the road signage or the public were being frightened by buses having to use large parts of the intersection to complete their turns.

The officers at Greater Wellington Regional Council have requested Wellington City Council to undertake investigation to determine if the position of the splitter islands on Nicholson Road (northern approach) and the extent of the broken yellow lines on Nicholson Road and Dekka Street could be improved to provide a better turning experience for buses travelling through this intersection.

Council officers have undertaken a desktop study of the turning curves and confirmed the findings through a site visit. To address the concerns raised, it is proposed to install additional No Stopping At All Times road markings (broken yellow lines) on both Nicholson Road (north) and Dekka Street approaches. The traffic islands on the Nicholson Road northern approach will require reconstruction to be positioned outside the path of turning buses.

Net parking loss: 2.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Dekka Street</b>	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road and extending in an easterly direction following the northern kerbline for 7 metres.

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Dekka Street</b>	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in an easterly direction following the northern kerbline for 20.5 metres.
<b>Nicholson Road</b>	No Stopping, At All Times	East side, commencing at its intersection with Dekka Street (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in a northerly direction following the eastern kerbline for 20.0 metres.

**Prepared By:** Charles Kingsford (Principal Traffic Engineer)

**Approved By:** Steve Spence (Chief Transport Advisor)

**Date:** 07/06/2019

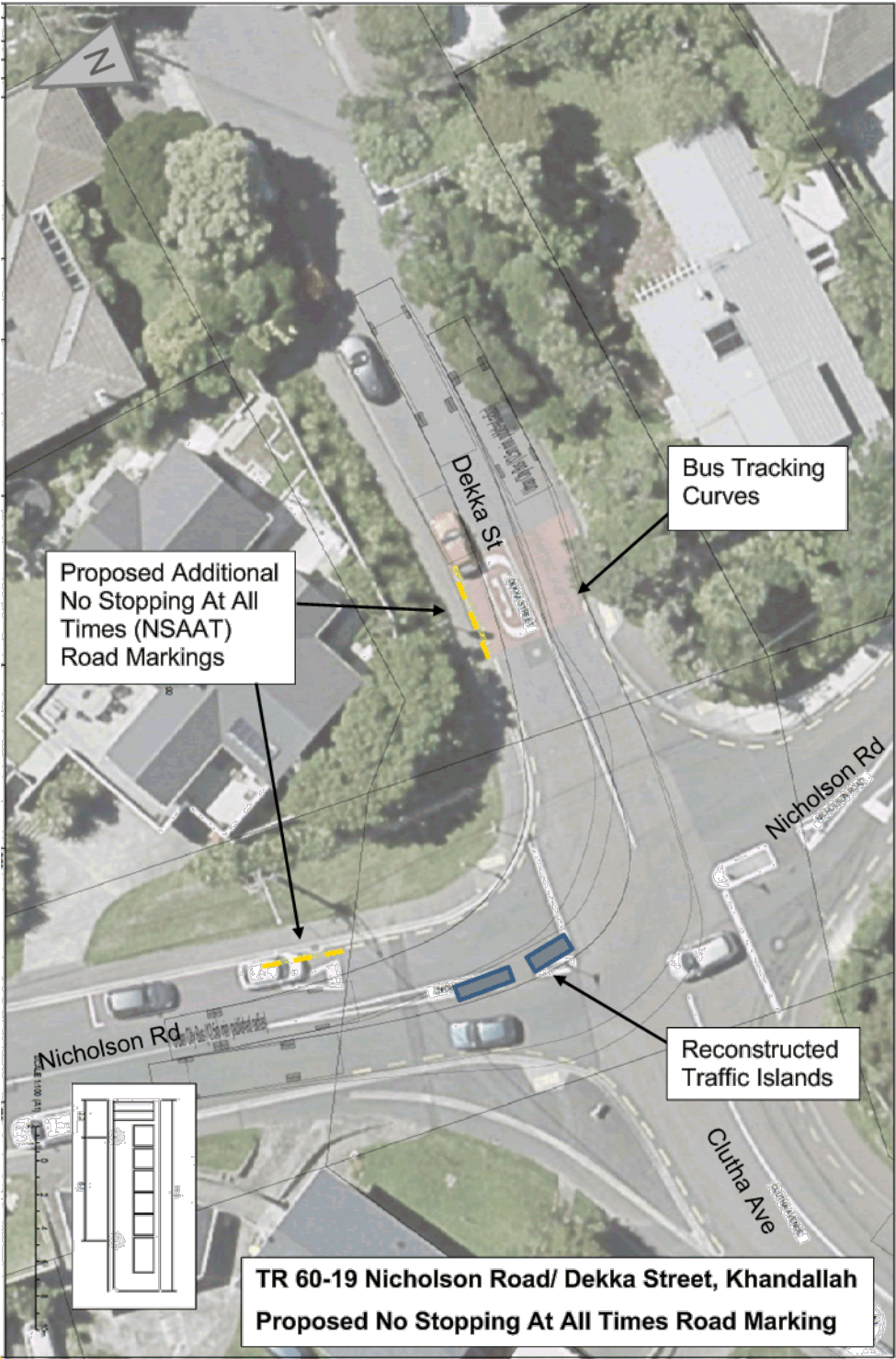
#### WCC Contact:

Charles Kingsford  
Principal Traffic Engineer  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:





## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Wendy and Paul Tipping  
**Suburb:** Khandallah  
**Agree:** Yes

We strongly support the NSAAT and traffic island reconstruction proposal at our intersection.

**Name:** Anne McLean  
**Suburb:** Khandallah  
**Agree:** Yes

Agree but also need a pedestrian crossing over Dekka St outside number 11. Many schoolchildren and others cross here, and traffic goes fast

**Name:** Shayne Venn  
**Suburb:** Khandallah  
**Agree:** No

I am writing as a concerned resident (Nicholson Road - North) as this has been an ongoing issue and was brought to the WCC's attention during a previous consultation prior to the bus routes being confirmed – 2018, therefore object as this consultation proposal is not a viable nor permanent solution.

Please allow me to provide some insights and may I encourage you to review the 2018 consultation review and feedback.

#### Background:

- For many years Nicholson Road and Dekka Streets have been utilised to park vehicles by nearby but not local residents' who are not on bus routes, and who park and walk round to Clutha Ave and/or Dekka Street to the required bus. Equally At the most northern end the same applies for those catching trains.
- Therefore, between 7:45am – 6:00pm Mon - Fri the street is heavily congested, both sides of the road, this also applies to Dekka Street between Nicholson and Ganges Road, effectively creating one narrow staggered lane width wide resulting in regular gridlock blockages and heavy vehicles side swiping mirrors.
- Despite consultation in 2018 and residents' concerns and providing logical feedback, this was largely dismissed by the WCC other than the installation of some yellow lines. Ultimately the WCC and Metlink proceeded with the rerouting of the bus up Nicholson Road towards Johnsonville. The yellow lines all be the 6 metres of them has been ineffective and if anything at all moved the congestion and grid locking a few metres further up Nicholson Road.
- The current bus rerouting has exacerbated the above point ten-fold, across the entire day not to mention periods during School pick-ups and drop-offs and events within the Khandallah Village and Church's, where parking is typical scarce – all highlighted during previous consultation periods. Equally, during recycling and rubbish collection it is a nightmare.
- Since the new bus routes were implanted I, as have others, witnessed bus, truck, rubbish, and recycling drivers frustrations resulting in some choosing not to maneuver through the gridlocks but rather use the size of their vehicles as battering rams to force their way through, resulting in a) wing mirrors knocked off and fronts of cars being damaged and one ripped off entirely - legally parked cars, b) heated arguments with other motorists and/or c) end up in stalemate situations where no-one can move at all.

## FEEDBACK RECEIVED

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

- Give Way sign and island Nicholson Road Clutha intersection: The right angle turn the buses are expected to make from Dekka Street south, right into Nicholson Road requires a 3-4 point turn 75% of the time (particularly the longer buses) not only creates its own grid locking chaos at a major, 4-way, intersection but has on at least 10 occasions resulted in the signage being knocked over and buses scratched or dented, and passengers scared and horrified.
- This only clearly determines the bus services on this section are always running late due to the issues raised above.

Ongoing Issues Irrespective of adding more yellow lines:

- Nicholson Road will have even fewer car parks but staggered congestion and grid locking will ultimately result in the issue starting a few metres further up the road
- Grid locking and single staggered lane congestion remains for 95% of Nicholson Road
- Give Way signage continues to be knocked down weekly

### Logical Resolution:

The solution seems obvious to all, bar the WCC, and at no cost to the rate and/or tax payer nor inconvenience to the bus service. In fact, it will gain a) time table efficiencies, b) result in less bus, car, and signage damage and as well as c) alleviate vehicle damage and ongoing motorist frustrations.

Equally, it is important to note there are no bus stops on Nicholson Road from Clutha Avenue to Box Hill.....

Simply put, all buses travelling Dekka Street South, but ultimately heading North to e.g. Johnsonville, can simply continue down Clutha Avenue, (as they have always done so) once at the Clutha Avenue – Cockayne Road intersection make an easy right turn on to the Cockayne Road - Khandallah Road intersection and proceed northbound, easy.

Admittedly, some thought will still be required for Dekka Street from Nicholson Road to Ganges – being a current and legacy main arterial bus route.

Please, please apply some logic here as the current consultation alleviates nothing..... but requires a significant amount of rate and/or tax payer funding to a) move the congestion, gridlocking and bottleneck a little further up the road and b) investment in moving a traffic island and signage and adding additional yellow lines.

As an aside if you implement additional yellow lines, additional to those installed in 2018 where do you suggest the cars currently utilising said parking spots then park and is this going to then create a further issue elsewhere which then requires a solution?? (If there is a public domain where these can be viewed please add this as I am aware this is a common view held by, not only, residents, motorists, bus passengers, but bus drivers too.

### **Officers Response:**

Thank you for taking the time to provide your feedback on the traffic resolution "TR 60-19 Nicholson Road & Dekka Street, No Stopping At All Times" proposed by Wellington City Council. We have reviewed all the submissions received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee. Residents who live near the intersection and are directly affected by the proposal have been provided with a copy of the plan and asked to provide feedback. Five residents came back in support of the proposal and just this one objection.

The main objective of this proposal is to ensure buses can travel through this intersection in a safe manner and cause minimum delay to other road users. We have forwarded your concern and suggestion regarding the suitability of the bus route to Greater Wellington Regional Council, which reviews and makes adjustment to bus routes. Thank you again for your valuable input in our traffic resolution process. Please feel free to get in touch should you require further clarifications.

## FEEDBACK RECEIVED

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

**Name:** Peter Connor  
**Suburb:** Khandallah  
**Agree:** Yes

I have a close view of the Nicholson Rd Dekka St corner from the front of my property. I applaud the proposal. The sign repair man has been a regular visitor since the creation of the 24 bus route with the very tight turn out of Dekka and in to Nicholson creating difficulties for the buses. The proposed change should assist with that. Could I suggest that the existing yellow line on the south side of Nicholson Rd also be extended to the stormwater grate. This would significantly assist sight lines of the drivers of the 25 bus turning from Clutha into the south side of Nicholson. If cars are parked between the corner and the stormwater grate the buses have almost to stop before proceeding up the rise on Nicholson Rd.

**Name:** Vince Sue  
**Suburb:** Khandallah  
**Agree:** Yes

Support the proposed traffic resolution TR 60-19. Also suggest further No stopping at all times along Nicholson Rd North of the intersection outside our property to remove congestion and difficulty for buses to pass safely. Further, we suggest the no stopping at all times at the beginning of Torwood road is extended to improve the safety of the intersection. Large buses and cars park at the beginning of Torwood road creating a narrow entrance way to the road, making it hard to see cars exiting from the adjacent shared driveway for houses for 3A, 3B, 5, 7 and 9a and vice versa when exiting the shared driveway. Further, it dramatically increases the risk of being hit by vehicles entering Torwood road as we and visitors exit 2 Torwood Road. The parking is also regularly used by parents parking for drop off and pick up from the school up the road thereby increasing the risk to small children. Please consider extending the no parking lines as a matter of safety for all users of the road.

**Name:** Sarah McNeill  
**Suburb:** Te Aro  
**Agree:** Yes

Thank you for working with GWRC to address the difficulties bus drivers are experiencing in turning at the intersection of Nicholson Road and Dekka Street. Installing no stopping lines and reconfiguring the traffic islands will result in significant improvements for bus operations at this intersection.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR62-19

**Location:** Durham Street, Aro Valley

**Proposal:** No Stopping At All Times Parking Restriction

**Information:** Council officers have received concerns over vehicles parking on Durham Street.

The road is particularly narrow and windy between 35 and 43 Durham Street, meaning if cars park all the way along this stretch, it is difficult for cars to pass each other and sight lines are restricted.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking on the northern side of Durham Street without leaving any gaps. With the current parking arrangement, there is no space for cars to safely pass each other for approximately 108 metres.

Council officers propose to install a No Stopping At All Times parking restriction on the north side of Durham Street, between 37 and 41 Durham Street.

Net parking loss: approximately 2.

The proposed no stopping restrictions are shown on the attached plan.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Durham Street</b>	No Stopping, At All Times	North side, commencing 83.9 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction following the northern kerbline for 10.0 metres.
<b>Durham Street</b>	No Stopping, At All Times	North side, commencing 120.3 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction following the northern kerbline for 10.0 metres.

**Prepared By:** Claire Ashburn  
**Approved By:** Steve Spence  
**Date:** 02/05/2019

**(Intermediate Traffic Engineer)**  
**(Chief Transport Advisor)**

#### WCC Contact:

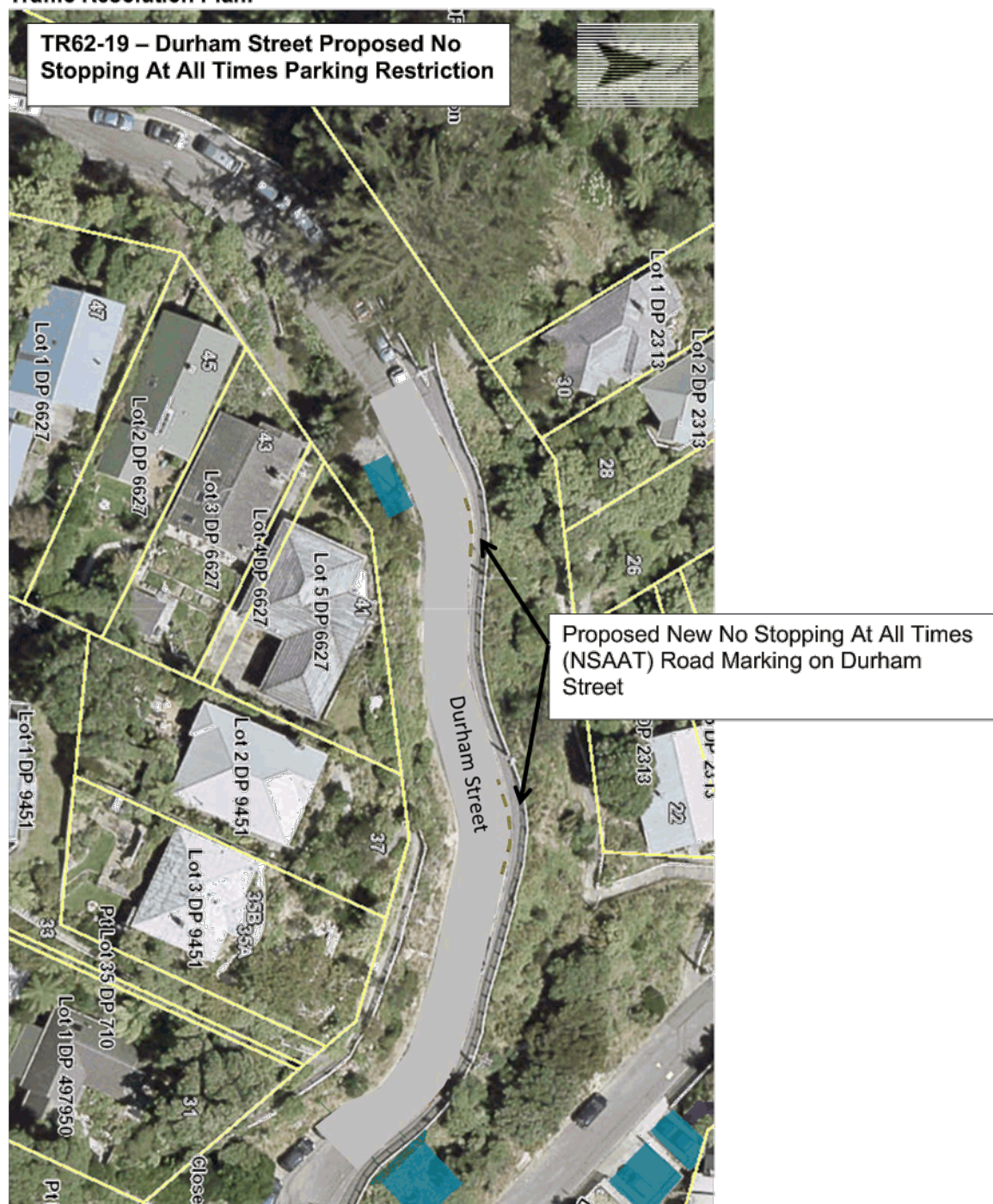
Lindsey Hill  
**Project Coordinator**

Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)

## PROPOSED TRAFFIC RESOLUTION

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

### Traffic Resolution Plan:



## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Annie Judkins  
**Suburb:** Aro Valley  
**Agree:** No

I wish to strongly contest the Council's Proposed Traffic Resolution on Durham Street. I am a relative "newbie" to Durham Street having only lived at 28 Durham Street for 22 years. Parking issues have evolved on Durham Street over the last 2 years. There are at least 10 houses who required "on street parking" in the region. However, your model for parking changes, I believe, are not appropriate. There are several outstanding issues:

1. Durham Street needs to have a 30km/hr limit, as do all the streets which come off Aro Street.  
Repeatedly I have felt threatened by non-residents racing up our street - which is used by cyclists and young families.  
Concerns about passing on Durham Street are magnified by non-resident drivers not understanding or keeping to appropriate speed limits.
2. I support the lower "No Parking Zone". This is the only "No Parking Zone" necessary for road safety.
3. I do not support the upper "No Parking Zone".  
What has happened in the last 2 years is that a lot of non-resident drivers come and park on Durham Street so they do not have to pay parking costs, closer to the city and university.  
I have personally been "hovered" by a stranger waiting to take my parking space when I left to drive to work in Porirua at 8 am.
4. The upper "No Parking Zone" will not make our street safer. It will instead make parking for residents even more difficult for residents.

Parking for residents of Durham Street is predominantly "on street", and certainly myself and my 2 next door neighbours, the first 3 houses built on Durham Street, have never had access to a car park, which is not "on street".

None of us, as long term residents wish to incur more costs based on parking, but we as a group now need to consider the best option. There are at least 7 houses at the point on Durham Street from 26-30 on the Right and 39-47 which depend on "on street parking".

Instead of the upper "No Parking Zone" it is probably time that 7 "Residents only" parking spaces be provided. This will vastly improve the safety on the street as Durham Street will no longer be a target for "city parkers"

### Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 62-19 Durham Street, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed the feedback received during public consultation and have decided to continue with recommending these proposals to the City Strategy Committee.

We have investigated the concerns you have raised. Please find below our response:

- Adjusting the speed limit of the street.



## FEEDBACK RECEIVED

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

Council's policy is to only consider and provide 30km/hr speed limits around suburban shopping areas, which does not apply in this case.

- Install residents parking.  
This area is not within the existing residents parking zone, so this request would not meet the requirements for residents parking restrictions. It is possible that the current review of Council's parking policies could see further resident parking areas identified.
- It is Council's policy to provide passing bays, which in this case would be provided by Broken Yellow Lines, every 50 metres. This allows drivers to pull in to the kerb to allow passing traffic from the opposite direction. In this case, due to the limited sight distances and likelihood of the parking being fully utilised, these two locations of Broken Yellow Lines are required for safe passing opportunities. This reinforces the requirement for vehicle movement/passage to have a higher priority than parking.

Thank you again for your valuable input in our traffic resolution process. I hope the above response is helpful. Please feel free to get in touch should you require further clarification.

**Name:** John Macalister  
**Suburb:** Aro Valley  
**Agree:** No

As a resident, I have never experienced difficulty on this stretch of road although can imagine this might occasionally be a problem, particularly for large vehicles. I am, however, somewhat concerned at the loss of two parking spaces. My impression & experience is that there is often a lack of parking space on the street, exacerbated by casual users such as Airbnb guests. Apart from leaving the status quo, however, I am not sure I have a suggestion to offer. Applying a mix of resident & coupon parking areas is probably not the answer on a street like this, unless it were actively & very regularly policed.

### Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 62-19 Durham Street, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed the feedback received during public consultation and have decided to continue with recommending these proposals to the City Strategy Committee.

We have investigated the concerns you have. Please find below our response:

- Install residents parking.  
This area is not within the existing residents parking zone, so this request would not meet the requirements for residents parking restrictions. It is possible that the current review of Council's parking policies could see further resident parking areas identified.
- It is Council's policy to provide passing bays, which in this case would be provided by Broken Yellow Lines, every 50 metres. This allows drivers to pull in to the kerb to allow passing traffic from the opposite direction. In this case, due to the limited sight distances and likelihood of the parking being fully utilised, these two locations of Broken Yellow Lines are required for safe passing opportunities. This reinforces the requirement for vehicle movement/passage to have a higher priority than parking.



## FEEDBACK RECEIVED

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

Thank you again for your valuable input in our traffic resolution process. I hope the above response is helpful. Please feel free to get in touch should you require further clarification.

**Name:** Alastair Smith  
**Suburb:** Aro Valley  
**Agree:** Yes

I'm a resident in this area, and agree with the proposal. However I do wonder if 15-23 Mortimer Terrace isn't a section that also needs some parking restrictions - large vehicles occasionally get stuck there. On the other hand the narrow roadway encourages cautious driving!

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR63-19

**Location:** Malvern Road, Ngauranga

**Proposal:** No Stopping At All Times Parking Restriction

**Information:** Council officers have received concerns over vehicles parking on Malvern Road.

The road is particularly narrow, meaning if cars park all the way along it, it is difficult for cars to pass each other and sight lines are restricted.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking on the eastern side of Malvern Road without leaving any gaps. With the current parking arrangement, there is no space for cars to safely pass each other for approximately 100 metres.

Council officers propose to install No Stopping At All Times parking restrictions on both sides of Malvern Road, on the two curves to improve sight distances and to allow vehicles to pass each other as needed.

Net parking loss: 4.

The proposed no stopping restrictions are shown on the attached plan.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Malvern Road</b>	No Stopping, At All Times	West side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.
<b>Malvern Road</b>	No Stopping, At All Times	East side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.
<b>Malvern Road</b>	No Stopping, At All Times	West side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.
<b>Malvern Road</b>	No Stopping, At All Times	East side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.

## PROPOSED TRAFFIC RESOLUTION

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

<b>Prepared By:</b>	Charles Kingsford	<b>(Principal Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	07/06/2019	

No Feedback Received

### WCC Contact:

Lindsey Hill  
**Project Coordinator**

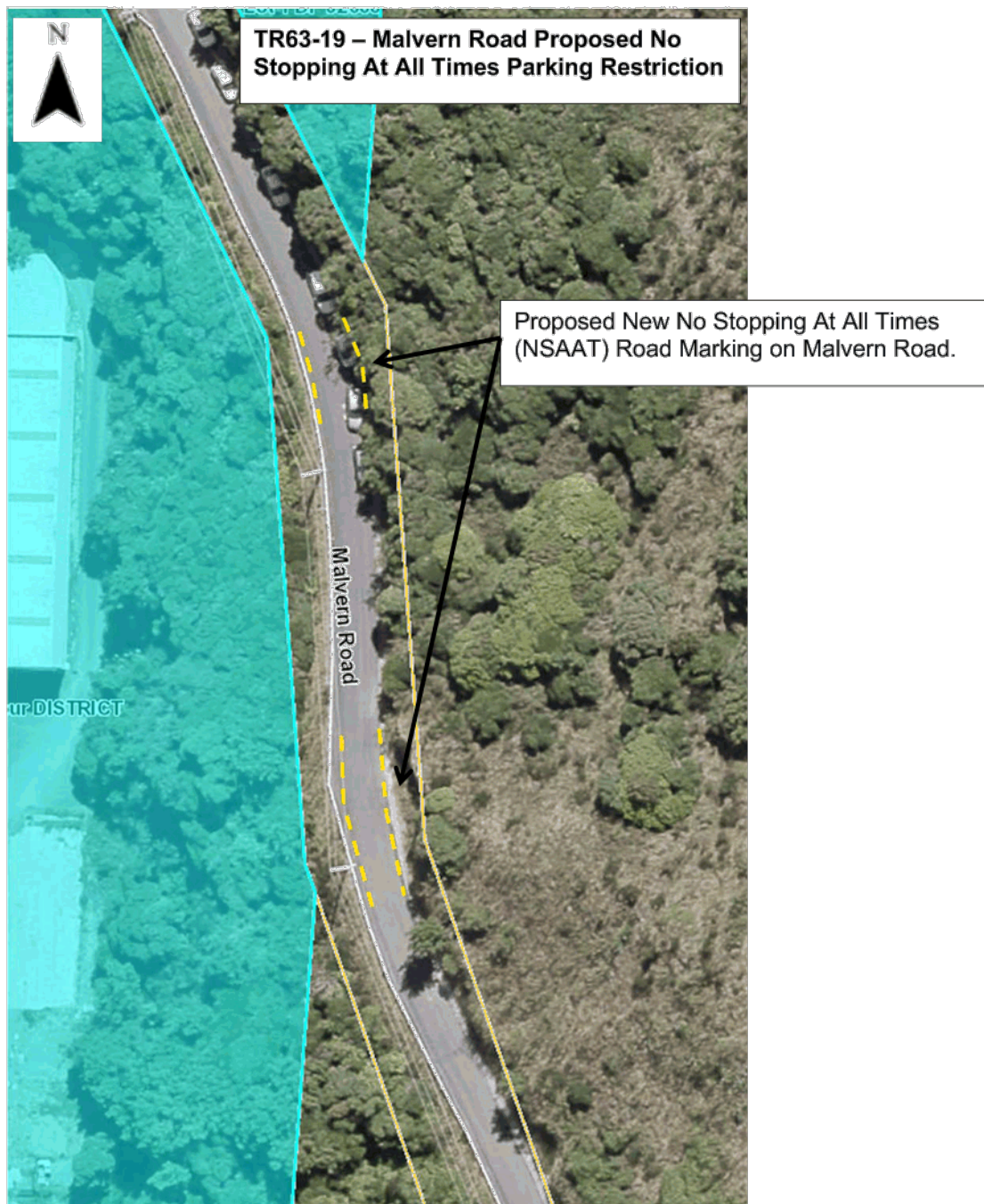
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)



## PROPOSED TRAFFIC RESOLUTION

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

### Traffic Resolution Plan:



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 64 – 19

**Location:** Dragon Street, Grenada North

**Proposal:** Time Limited Parking P10 (6am – 3pm, Monday - Friday)

**Information:** Wellington City Council has received a request from the business located at 5 Dragon Street (Harbour City Caterers) to investigate the possibility of converting the parking spaces directly in front of their business to P10 time-restricted parking spaces.

There are currently no parking restrictions on the street, meaning that commuters park outside the business for extended periods of time. Adding short-term time restriction to the space in front of 5 Dragon Street will provide the customers with convenience during their pick-up and drop-off activities to all the businesses in the area, especially when other spaces on the street are full.

Site investigations have been undertaken to understand the concerns.

The business opening hours are Monday to Friday, 6am to 3pm. Council officers therefore proposed a time restriction of P10 (6am-3pm, Monday to Friday) to improve the parking experience for short term customers on Dragon Street.

Net parking loss: 0 – To be used only for short term parking – Unrestricted at other times.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule*

#### **Column One**

**Dragon Street**

#### **Column Two**

*P10, 6:00am-3:00pm,  
Monday to Friday*

#### **Column Three**

*North side, commencing 55.0  
metres north of its intersection  
with Jamaica Drive (Grid  
coordinates x= 1754163.231m,  
y= 5439286.185m), extending in  
an easterly direction following  
the northern kerbline for 11  
metres (2 parallel car parks)*

**Prepared By:** Claire Ashburn

**Approved By:** Steve Spence

**Date:** 07/06/2019

**(Intermediate Traffic Engineer)**

**(Chief Transport Advisor)**

#### **WCC Contact:**

Lindsey Hill  
**Project Coordinator**

Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)

**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:



Add P10 (6am – 3pm, Monday - Friday) time restriction outside 5 Dragon Street (2 spaces)

P10 (6am – 3pm, Monday - Friday) signs to be installed. Details of the signage to be provided through a Work Instruction once the Traffic Resolution has been approved.



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Viv Bould  
**Suburb:** Grenada North  
**Agree:** Yes

To enable trucks to pull in and park at this Food Shop it would be more convenient to have more room for parked cars. I believe 4 car parking spaces would be better.

### Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 64-19 Dragon Street, P10, 6am – 3pm, Monday - Friday" proposed by Wellington City Council.

We have reviewed all the feedback received during public consultation and will be going ahead with progressing the project to the design and implementation phases.

In regards to your request to extend the space to 4 car parking spaces, we do not make extensions to plans that are put through this process. We will monitor the area and make changes as required.

Thank you again for your valuable input in our traffic resolution process. I hope the above response helps address your concerns. Please feel free to get in touch should you require further clarification.

**Name:** Marc Paynter  
**Suburb:** Whitby  
**Agree:** No

Normally parking restrictions begin at 8.00am, except clearways. I would support this if the time was 8am-3pm. This is to avoid people accidentally parking and being ticketed for not thinking that the parking restriction applies.

### Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 64-19 Dragon Street, P10, 6am – 3pm, Monday - Friday" proposed by Wellington City Council.

We have reviewed all the feedback received during public consultation and we have decided to go ahead and recommend approval at the City Strategy Committee.

We have investigated the concern you have. Please find below our response:

- Adjusting the time of the restriction.

We have reviewed the need to have the restriction in place from 6am. As mentioned in the consultation documents, this is the time that the dairy operates from. As this is an industrial area, it is seen as appropriate to have the parking restriction operating from the time of opening.

## **FEEDBACK RECEIVED**

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

Thank you again for your valuable input in our traffic resolution process. I hope the above response helps address your concerns. Please feel free to get in touch should you require further clarification.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR66-19

**Location:** Lawrence Street, Newtown

**Proposal:** No Stopping At All Times Parking Restriction

**Information:** Council officers have received concerns over vehicles parking on Lawrence Street.

Due to the width of the road and that it is a dead end, cars have been parking at an angle. There are currently no parking lines to show where and how cars should be parking, meaning that sometimes they parallel park and sometimes they angle park.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking at approximately 60 degrees on the northern side of Lawrence Street and parallel to the kerb on the southern side of the street. With the current parking arrangement, the entrance to the distribution substation and the driveway at the eastern end of the cul-de-sac is often blocked.

Council officers propose to mark out where it is safe for cars to park and to install No Stopping At All Times parking restriction in front of the distribution substation and the driveway adjacent to it on Lawrence Street.

Net parking loss: 0 – Marking out the bays to indicate where cars should be parked and the no stopping restrictions allow for improved manoeuvring at the end of the cul-de-sac and improved sight-lines at the intersection with Owen Street.

The proposed no stopping restrictions and angled parking bays are shown on the attached plan.

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Lawrence Street</b>	<b>No Stopping, At All Times</b>	North side, commencing from its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 8.9 metres.
<b>Lawrence Street</b>	<b>No Stopping, At All Times</b>	South side, commencing 26.7 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly then northerly direction following the southern then eastern kerbline for 23.6 metres.
<b>Lawrence Street</b>	<b>Angled parking</b>	North side, commencing 8.9 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 30.5 metres. (approximately 11 parking bays).

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 07/06/2019

**(Principal Traffic Engineer)**  
**(Chief Transport Advisor)**

**WCC Contact:**

Lindsey Hill  
**Project Coordinator**

Transport & Infrastructure  
 Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)



## PROPOSED TRAFFIC RESOLUTION

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

### Traffic Resolution Plan:



**FEEDBACK RECEIVED**

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

**Feedback received:**

**Name:** Patrick Morgan  
**Suburb:** Te Aro  
**Agree:** Yes

Parking here needs tidying up and proper marking to prevent access from being blocked.

**Name:** J Harris  
**Suburb:** Wellington  
**Agree:** Yes

Good, will make use of space more efficient. Can council please also maintain walking track up road reserve to Coromandel St.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 67 – 19

**Location:** Palliser Road, Roseneath

**Proposal:** No Stopping At All Times Parking Restriction

**Information:** Council officers have received concerns over vehicles parking on Palliser Road.

The road is narrow and often cars park the entire length of the east side of Palliser Road between its intersection with Grafton Road and 1A Palliser Road. The length of this stretch of road is approximately 111 metres. When the entire length is taken by parked cars, there is no space for cars to pass each other.

Therefore, Council officers propose to install No Stopping At All Times parking restriction on this section of Palliser Road to provide a gap for vehicles to pull over and pass each other.

Net parking loss: approximately 1.

The proposed no stopping restrictions are shown on the attached plan.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Palliser Road</b>	No Stopping, At All Times	East side, commencing at its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 6 metres.
<b>Palliser Road</b>	No Stopping, At All Times	East side, commencing 72.1 metres south of its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 8.0 metres.

**Prepared By:** Charles Kingsford**(Principal Traffic Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 07/06/2019**WCC Contact:**Lindsey Hill  
**Project Coordinator**Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)



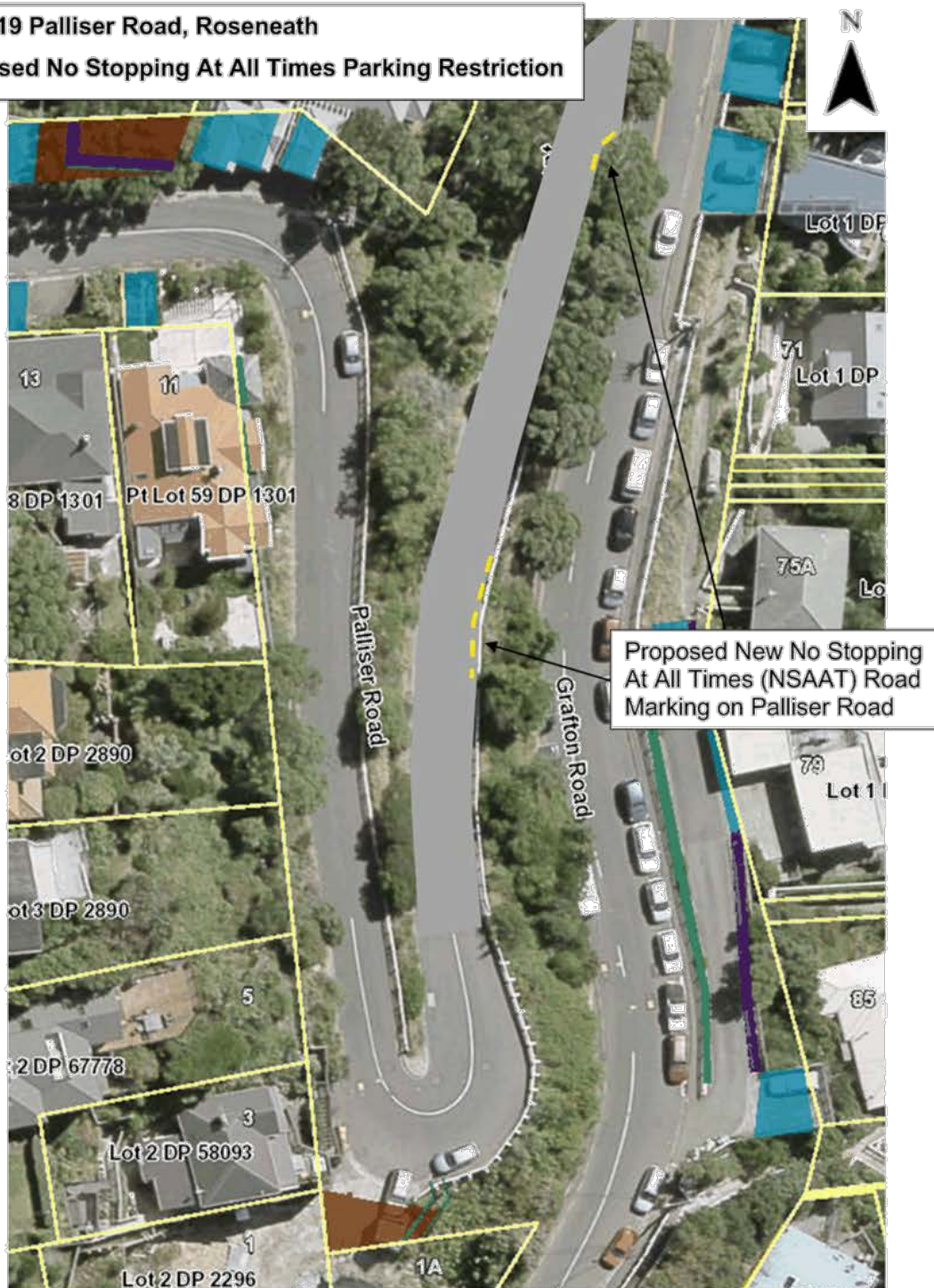
## PROPOSED TRAFFIC RESOLUTION

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

Traffic Resolution Plan:

TR67-19 Palliser Road, Roseneath

Proposed No Stopping At All Times Parking Restriction



**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback received:**

**Name:** Don Bagnall  
**Suburb:** Not known  
**Agree:** Not stated

The western section of Palliser Road through the Town Belt also has parking problems. Drivers are now parking on opposite sides of the road for some distance above the first bend east from Bay View Terrace. To make matters worse, drivers have recently begun parking on both sides of the road above the next bend up the hill except around the bend itself where there are currently cone markers. It must be particularly difficult for buses as drivers wait for downhill traffic to clear hoping there is no further cars on the way down.

A black SUV collided with a bus earlier this year on the corner of the first bend up from Bay View Terrace and it would be desirable to extend the no parking line one car length towards the Terrace so that drivers can move to the kerb before the bend.

Commuter traffic from the eastern suburbs down Palliser road from Alexandra Road and Graton Road routes has increased significantly over the past year.

**Officers Response:**

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 67-19 Palliser Road, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed all the feedback received during public consultation and we have decided that we will not be making changes to the proposals prior to recommendations the proposals to the City Strategy Committee.

In terms of the other issues in the area that you have highlighted, these are separate to the issue this traffic resolution is aiming to resolve. Council is very selectively proposing No Stopping At All Times restrictions in these discrete areas to address road safety concerns that have been raised.. If you could provide us with specific locations where they may be required, we can investigate further.

Thank you again for your valuable input in our traffic resolution process. I hope the above response helps address your concerns. Please feel free to get in touch should you require further clarification.

**Name:** Linda Beatson  
**Suburb:** Mount Cook  
**Agree:** Yes

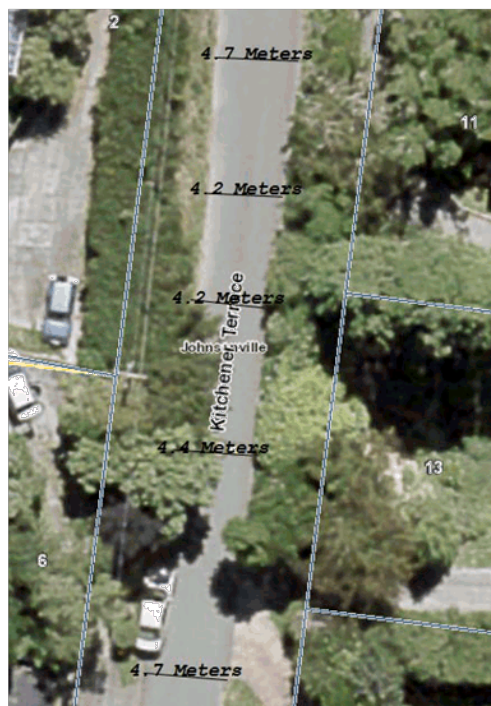
As officers have pointed out, the results of parking surveys suggest that the vehicles parked on this section of road appear to be commuter vehicles.

## PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR68-19
- Location:** Kitchener Terrace, Johnsonville
- Proposal:** No Stopping At All Times Parking Restriction
- Information:** Council officers have received concerns over vehicles parking on Kitchener Terrace.

Kitchener Terrace is a narrow road all the way along its length, however outside numbers 11 and 13, the road gets particularly narrow, with no verge space to pull onto to facilitate passing a vehicle coming from the other direction or for cars to park. At this section of road, the carriageway narrows to approximately 4.2m as indicated below.



Site investigations have been undertaken to understand the concerns. It has been found that when a car is parked on this small stretch of road, it is difficult for another vehicle to pass.



**PROPOSED TRAFFIC RESOLUTION****Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

Council officers propose to install No Stopping At All Times parking restriction on both sides of this section of road to ensure that vehicles can access the remainder of the street.

Net parking loss: 0 – cars should not be parking in this area as they are blocking the road

The proposed no stopping restrictions are shown on the attached plan.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b><i>Kitchener Terrace</i></b>	<b><i>No Stopping, At All Times</i></b>	<i>West side, commencing 108.4 metres from its intersection with Tarawera Road (Grid coordinates X= 1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the western kerbline for 16.8 metres.</i>
<b><i>Kitchener Terrace</i></b>	<b><i>No Stopping, At All Times</i></b>	<i>East side, commencing 108.4 metres east of its intersection with Tarawera Road (Grid coordinates X= 1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the eastern kerbline for 16.8 metres.</i>

<b>Prepared By:</b>	Charles Kingsford	<b>(Principal Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	07/06/2019	

No Feedback Received

#### WCC Contact:

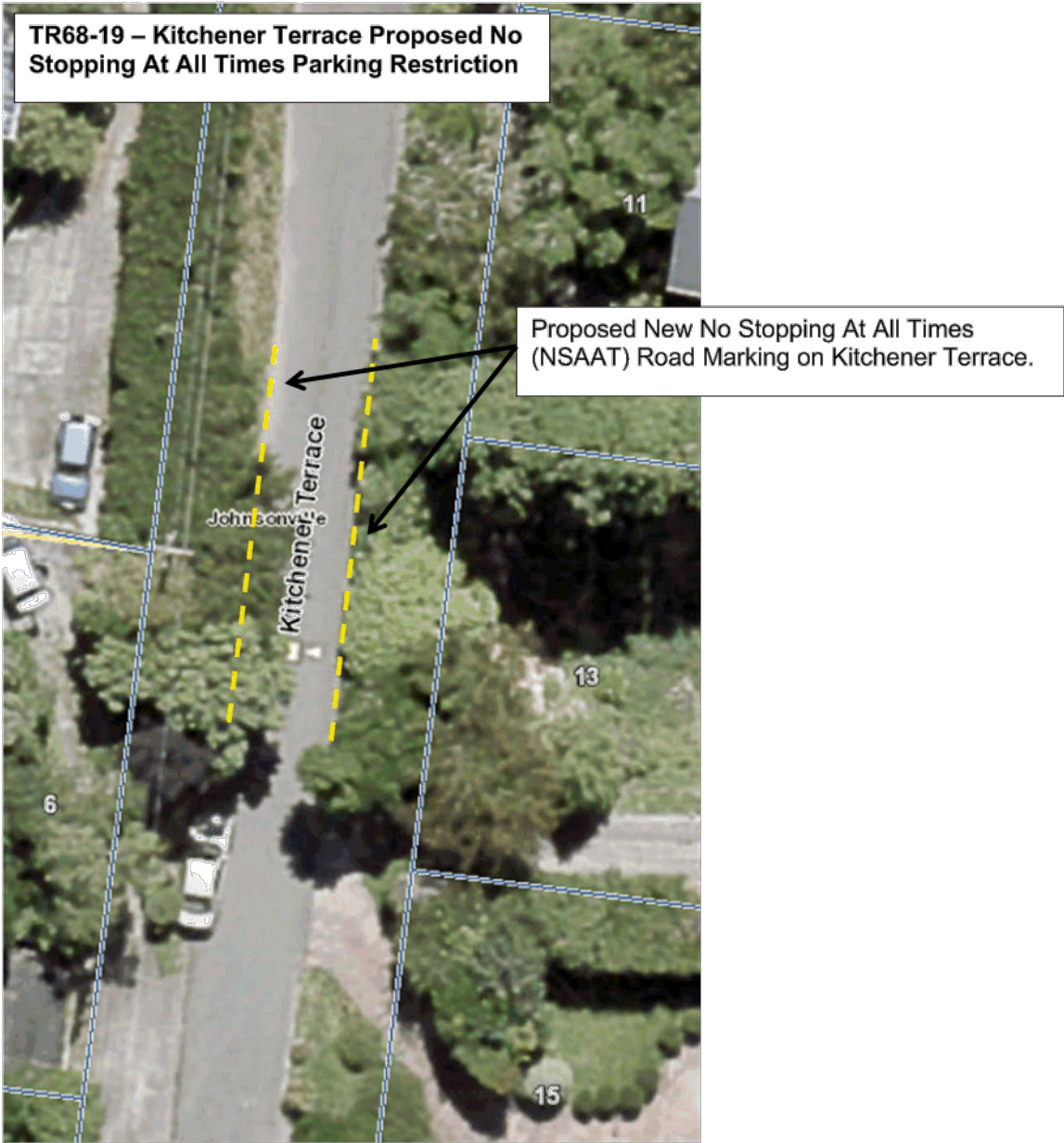
Lindsey Hill  
Project Coordinator

Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)

**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 69 – 19

**Location:** Bond Street, Wellington Central

**Proposal:** Time Restriction Change on An Existing Electric Vehicle Charging Station, P120 Maximum, At All Times

**Information:** Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car share providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

Throughout 2017 and 2018, WCC introduced over 70 electric vehicle charging stations and car share parking sites. As part of the Traffic Resolution TR 70-17, a 6.0-metre long loading zone on Bond Street was converted to a parking space exclusively for electric vehicles that require charging. A slow charger was installed instead of the fast charger initially planned for this site. After monitoring the usage and considering the feedback received from the community since the installation of this EV charging station, the officers at WCC are proposing to extend the length of stay that is allowed at this EV charging station.

This traffic resolution report seeks to change the time restriction of the parking space from P30 maximum to P120 maximum to allow for better utilisation of the slow charger. The parking restriction will still be metered.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Parking place in the form of electric vehicles only parking. P30 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.</i>

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.</i>



## **PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Charles Kingsford

**(Principal Transport Engineer)**

**Approved By:** Steve Spence

**(Chief Transport Advisor)**

**Date:** 07/06/2019

### **WCC Contact:**

Tom Pettit  
**Sustainability Manager**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8697  
Email: [tom.pettit@wcc.govt.nz](mailto:tom.pettit@wcc.govt.nz)

**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:



## FEEDBACK RECEIVED

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

**Feedback received:**

**Name:** Andrew Bartlett  
**Suburb:** Kilbirnie  
**Agree:** Yes

This seems like a very reasonable proposal.

**PROPOSED TRAFFIC RESOLUTION****Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke**Reference:** TR 70-19**Location:** Yule Street - Kilbirnie**Proposal:** Removal of mobility park**Information:** Council officers received a request from the new owners of 4 Yule Street to remove the existing on-street mobility park outside their property.

The previous owner has vacated the place and the current owners have approved plans of converting this section into a driveway access.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

#### Column One

#### Column Two

#### Column Three

#### Yule Street

*No stopping except for vehicles displaying an operation mobility card, Monday to Friday, 9:00am-5:00pm*

*West side, following the kerbline 163.5 metres north of its intersection with Coutts Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a northerly direction for 6.5 metres.*

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 07/06/2019

**(Area Traffic Engineer)**  
**(Chief Transport Advisor)**

No Feedback Received

#### WCC Contact:

Orencio Gueco  
**Area Traffic Engineer**  
Networks - Transport and Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 71-19

**Location:** Upland Road Kelburn

**Proposal:** Mobility park, authorised mobility permit holders only  
Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm  
During School Terms Only

Revised P10 time restriction, Monday-Friday  
8:00am-9:00am and 2:30pm-3:30pm  
During School Terms Only

**Information:** Council officers received a request from the Principal of Kelburn Normal School to consider a mobility park near the entrance to the school premises. They advised officers of a student's physical condition requiring a nearby mobility park facility.

On-site discussion allowed the opportunity to incorporate the mobility park as part of a carriageway widening improvement scheme planned along this section of Upland Road.

Currently, through vehicle movement on Upland Road between Kowhai Road and Boundary Road is restricted when cars are parked on both sides of the road. Widening Upland Road on the eastern side will facilitate safer vehicle movement and assist during school drop-off / pickup times.

On Upland Road, at the eastern corner south of Kowhai Road, no stopping lines will be extended. This is to provide better visibility when using the pedestrian crossing near Kowhai Road.

Net parking loss : 1 space

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	North side, commencing from its intersection with Boundary Road and extending in an easterly direction following the northern kerbline for 14 metres

*Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	Bus Stop, at all times	North side, commencing 58.5 metres west of its intersection with Kowhai Road and extending in a westerly direction following the northern kerbline for 13.5 metres

*Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 6 metres north of its intersection with Kowhai Road and extending in a northerly direction following the western kerbline for 51 metres.

*Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	East side, commencing from its intersection with Kowhai Road and extending in a southerly direction following the northern kerbline for 14 metres



## PROPOSED TRAFFIC RESOLUTION

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

*Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	East side, commencing from its intersection with Boundary Road (Grid coordinates $x=1,747,437.20m$ , $y=5,427,895.44m$ ) and extending in a south-easterly direction following the eastern kerbline for 7.5 metres

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	Bus Stop, at all times	East side, commencing 7.5 metres from its intersection with Boundary Road (Grid coordinates $x=1,747,437.20m$ , $y=5,427,895.44m$ ) and extending in a south-easterly direction following the eastern kerbline for 15.0 metres

*Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	East side, commencing 22.5 metres from its intersection with Boundary Road (Grid coordinates $x=1,747,437.20m$ , $y=5,427,895.44m$ ) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	P10, Monday to Friday, 8:00am-9:00am, 2:30pm- 3:30pm	East side, commencing 28.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 21.0 metres

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping except for vehicles displaying an operation mobility card, Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm During School Terms Only	East side, commencing 49.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres.

*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	P10, Monday to Friday, 8:00am-9:00am, 2:30pm- 3:30pm	East side, commencing 59.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 12.0 metres

## PROPOSED TRAFFIC RESOLUTION

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

*Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	East side, commencing 71.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres to its intersection with Kowhai Road.

*Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	East side, commencing from its intersection with Kowhai Road (Grid coordinates x=1,747,479.214m, y=5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres

*Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Upland Road</b>	No stopping at all times	East side, commencing 9.0 metres from its intersection with Kowhai Road (Grid coordinates x=1,747,479.214m, y=5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 12.5 metres

**PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 07/06/19

**(Area Traffic Engineer)**  
**(Chief Transport Advisor)**

**WCC Contact:**

Orencio Gueco  
**Area Traffic Engineer**  
Networks - Transport and Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)







PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke



## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Norman Miller  
**Suburb:** Kelburn  
**Agree:** No

This seems to be prompted by one student's circumstances. The cost and scale of the exercise seems to be completely over the top. Surely it must be possible to accommodate the student without going to these lengths. I am getting fed up with the wastage of ratepayer's money. In the circumstances please treat this as an objection.

### Officers Response:

Thank you for your feedback. I have discussed your comments with my colleagues. The carriageway improvement scheme along this section of Upland Road was already planned prior to the request of the mobility park. It will have proceeded with or without the request. WCC officers took the opportunity to incorporate the mobility park into the overall plan to avoid making alterations after the road widening is completed. I am therefore recommending the proposal goes ahead and be presented to Council for approval.

**Name:** Sarah McNeill GWRC  
**Suburb:** Kelburn  
**Agree:** Yes

In order for buses to efficiently and safely maneuver in and out of bus stop, and to make it easier for people to get on and off the bus by having the bus near to the kerb, bus stop areas need to have sufficient space and be laid out well. Good practice means bus boxes at stops need to be at least 15m in length and have adequate entry and exit tapers, generally each being 9m. GWRC therefore supports the installation of a mobility park in Upland Road as this parking restriction also includes bus stop lay out improvements with the inclusion of an exit taper at bus stop 4918. As changes are being made in this area we request that entry and exit tapers are also installed at stop 5918 on the opposite side of the road to enable buses better access this stop. Currently without entry/exit tapers buses using this stop are unable to pull in flush to the kerb and are blocking the road.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR73-19

**Location:** Cuba Street - Wellington Central

**Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum

**Information:** The closures of the Michael Fowler and Central Library parking facilities have removed several mobility parking spaces in the vicinity.

WCC officers have identified several locations to alleviate the impact of the loss of mobility spaces.

One location is on the Cuba Street Shared Zone near the Michael Fowler Centre. Currently, there is one mobility park in the vicinity with the opportunity to add another one.

It is proposed to convert a standard metered park to a P120 metered mobility park.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Cuba Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 26 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 30 metres (5 parallel parking spaces).

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Cuba Street</b>	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 93 metres northeast of its intersection with Manners Street ( <i>Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m</i> ), and extending in a north easterly direction for 6 metres (1 parallel mobility park).

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Cuba Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 99 metres northeast of its intersection with Manners Street ( <i>Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m</i> ), and extending in a north easterly direction for 24 metres. (4 parallel parking spaces).

## PROPOSED TRAFFIC RESOLUTION

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

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 07/06/2019

**(Area Traffic Engineer)  
(Chief Transport Advisor)**

**WCC Contact:**

Orencio Gueco  
**Area Traffic Engineer**  
Transport and Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)

## PROPOSED TRAFFIC RESOLUTION

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



**FEEDBACK RECEIVED**

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

**Feedback received:**

**Name:** Linda Beatson  
**Suburb:** Mount Cook  
**Agree:** Yes

Provision of sufficient mobility parking in the city is imperative to allow people with mobility issues to be able to access services and facilities in the city.



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 74 – 19

**Location:** Box Hill - Khandallah

**Proposal:** No Stopping At All Times

**Information:** Council Officers have received requests to address sight lines when exiting the shared driveway to 1/33 – 11/33 Box Hill. There is a considerable volume of vehicles using this driveway. The crest on Boxhill to the north also makes it difficult exiting the driveway with the sightlines available. The removal of any parked cars on the eastern side of Boxhill to the north of the driveway will make a considerable road safety improvement.

Therefore, officers recommend installing 28m of broken yellow lines leading to up towards 33A Box Hill to assist with visibility and safe egress.

Net parking loss: 1-2 parks. (observed)

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Box Hill</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 148 metres east of its intersection with Nicholson Road and extending in a northerly direction following the eastern kerb line for 35 metres.</i>
-----------------	-----------------------------------	--

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Box Hill</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 127 metres north of its intersection with Nicholson Road (Grid Coordinates X= 1,749,972.4774 m, Y= 5,432,401.1874 m) and extending in a northerly direction following the eastern kerb line for 89.5 metres.</i>
-----------------	-----------------------------------	---

**Prepared By:** Harry King  
**Approved By:** Steve Spence  
**Date:** 11/06/2019

**(Traffic Engineer Assistant)**  
**(Chief Transport Advisor)**

**WCC Contact:**

Harry King  
 Traffic Engineer Assistant  
 Transport & Infrastructure  
 Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Phone: +64 21 896 022  
 Email: [harry.king@wcc.govt.nz](mailto:harry.king@wcc.govt.nz)

## PROPOSED TRAFFIC RESOLUTION

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





## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Gaylia Powell  
**Suburb:** Khandallah  
**Agree:** Yes

I do not need to speak unless you would like me too, but would be happy to do so. I have lived here since 2002 and know well the risks of the current arrangement. I am very grateful for your consideration and proposal. I have provided information about the issue over the last few years, with photographs, and can provide that if you don't already have it. The problem is that when a vehicle, particularly a large vehicle, is parked close to the exit from Boxhill Close, we have no visibility of vehicles or bicycles coming over the hill. This is the case whether we want to cross the road and turn uphill, or turn downhill. The road is getting busier all the time, and the lack of visibility is quite scary. A four car nose-to-tail collision right there recently showed that cars coming over the brow do not have much time to spot trouble and stop.

**Name:** Jane Hill  
**Suburb:** Khandallah  
**Agree:** Yes

For residents, church goers and Carers of children leaving either of the egress points, the "no stopping" is important. Too often parked vans and large cars make it risky. I have seen several near accidents. I fully support this proposal.

**Name:** Michelle O'Hara  
**Suburb:** Khandallah  
**Agree:** Yes

Fully support this. I am a resident in Box Hill Close and have impaired line of site if there are vehicles parked up to the driveway exit. Often have to turn left and find somewhere to turn around rather than being able to turn right out of the driveway. So yellow lines welcomed for safety.

**Name:** Kevin Sloan  
**Suburb:** Khandallah  
**Agree:** Yes

Will allow vehicles to exit St Barnabas Church and Box Hill Close safely.

**Name:** Sue Creese  
**Suburb:** Khandallah  
**Agree:** Yes

Yes - Excellent move. This change will make it much safer pulling out of the Boxhill Close drive way as traffic comes over the crest of Boxhill fairly fast. Also when pulling into the driveway - we can temporary pull over into the non park area, wait for the traffic to clear behind, then pull out and make the turn into the Close drive way.



## FEEDBACK RECEIVED

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

**Name:** Guest User  
**Suburb:** Unknown  
**Agree:** Yes

We support this change. As well as improving sight lines, it will remove a pinch point from vehicles parking in the narrow shoulder of this busy road.

**Name:** John Collins  
**Suburb:** Khandallah  
**Agree:** No

The availability of parking around the Clark Street/Box Hill area is increasingly under pressure with the Khandallah School, St Barnabas Church and housing infill traffic. I am also aware that Metlink is proposing to install a new bus stop pair in the area which, if approved as it stands, will remove between 8 and 9 car parking spaces and this would create even more significant issues around parking availability. I have checked out the area that is proposed for this 26m extension of broken yellow lines and it is apparent that Box Hill is at its widest at the northern end of this extension and significantly narrows at the southern end - and this is apparent from the supplied plan also. It is suggested that the yellow lining is a good idea at the southern end of this strip but that the northern end (about half of the proposed length) could remain as being available for parking without compromising safety aspects.

### Officers Response:

Thank you for your feedback. We understand your concern about losing parking as it is in high demand, especially with the school nearby. However we are prioritising the safety of vehicles exiting this relatively high use shared driveway over than parking.

**Name:** James Burgess for Cycle Aware  
**Suburb:** Te Aro  
**Agree:** Yes

We support - removes a pinch point.

**Name:** Bev and Don Ryder  
**Suburb:** Khandallah  
**Agree:** Not Stated

We live at No 28 Box Hill which is near the crest of the hill on the Northern side and have great problems with people (especially at school drop off and pick up times) parking and encroaching over our fairly narrow entrance making it difficult and dangerous to try and get out. Sometimes we can't get out and have to drive over the neighbours lawn and out their driveway. I know these neighbours next to us on the corner of Box Hill and Woodmancote Road - Bev and Mike McHalick - have previously approached the council and were assured it would be addressed (she was even shown a plan with the yellow markings in place) but this has never been followed through. Their drive is also located on Box Hill although their address is 1 Woodmancote Road. We would please request that this also looked into as we take out life in hands when making a dash when exiting between the illegally parked cars overlapping our driveway and making it virtually impossible to see cars coming over the crest of the hill until you are out on the road way. It is not the easiest of driveways to get out at the best of times as cars pop over the crest at reasonable speed. This is a real safety concern and would appreciate your consideration.

## FEEDBACK RECEIVED

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

### Officers Response:

Thank you for your feedback. We will investigate the concerns that you have raised regarding access and egress from your driveway with limited visibility.

## PROPOSED TRAFFIC RESOLUTION

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

<b>Reference:</b>	TR 75 – 19	
<b>Location:</b>	Clark Street	- Khandallah
<b>Proposal:</b>	No Stopping At All Times	
<b>Information:</b>	<p>Council Officers have received requests to assist with vehicle movements along Clark Street. Due to the volume of opposing vehicles during school peak times, Officers recommend installing 11m of broken yellow lines over the shared driveway of properties 11 to 15 Clark Street. This will enable cars to pull into this area, and therefore allow cars to move more freely from the off street carpark associated with Khandallah School. The no stopping extends a short distance beyond each driveway to facilitate the pull-in area.</p> <p>Net parking loss: nil</p>	

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Clark Street</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing 39 metres north west of its intersection with Simla Crescent (Grid Coordinates X= 1,749,953.5957 m, Y= 5,432,560.9675 m) and extending in a north westerly direction following the western kerb line for 11 metres.</i>
---------------------	-----------------------------------	--

**Prepared By:** Harry King  
**Approved By:** Steve Spence  
**Date:** 07/06/2019

**(Traffic Engineer Assistant)**  
**(Chief Transport Advisor)**

**WCC Contact:**

Harry King  
Traffic Engineer Assistant  
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 21 896 022  
Email: [harry.king@wcc.govt.nz](mailto:harry.king@wcc.govt.nz)





FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback received:

Name: Anthony Taylor  
Suburb: Khandallah  
Agree: Yes

We support this proposal and would think this is a minimum for the traffic flow issues that are present. We would benefit from other parks along this south side of the street being time restricted with no parking at school drop off and pickup times. Outside these times parking would be possible.

Name: John Collins  
Suburb: Khandallah  
Agree: Yes

I live on Box Hill immediately across from the start of Clark Street. Having a direct line of site from our front gate up Clark Street, enables me to confirm the desirability of the proposal to yellow line across the driveways of 11 to 15 Clark Street as the area is a real bottleneck around Khandallah School - particularly but not solely at the main times required for school access.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR77-19

**Location:** Harris Street - Wellington Central

**Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum

**Information:** The closures of the Michael Fowler and Central Library parking facilities have removed several mobility parking spaces in the nearby area.

WCC officers have identified several locations that will compensate for this loss of mobility parking spaces.

One location is on the southern side of Harris Street. Currently, there is one mobility park on the northern side with the opportunity to add two on the southern side. The closure of the library underground carpark also means that there are no left turn exit manoeuvres in the area of the proposed mobility parks which avails a little more room for access to and from these parks.

It is proposed to convert three standard metered parks to two P120 metered mobility parks.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:**

Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Harris Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerblines for 58.5 metres. (10 parallel carparks)

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Harris Street</b>	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerblines for 17 metres. (2 mobility parks)

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Harris Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 98.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerblines for 41.5 metres. (7 parallel carparks)



## PROPOSED TRAFFIC RESOLUTION

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

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 07/06/2019

**(Area Traffic Engineer)**  
**(Chief Transport Advisor)**

No Feedback Received

**WCC Contact:**  
Orencio Gueco  
**Area Traffic Engineer**  
Transport and Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)

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



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 78 – 19

**Location:** Halswater Drive, Churton Park

**Proposal:** No Stopping At All Times (NSAAT) Road Markings

**Information:** Wellington City Council officers have worked closely with the representatives from Churton Park School and the Churton Park Community Association in identifying areas of concerns for safe walking routes around the school and exploring the potential engineering improvement options.

The intersection of Halswater Drive, Lakewood Avenue and Abilene Crescent has been identified as a location that requires pedestrian improvements. Abilene Crescent at its intersection with Halswater Drive is over 30 metres wide. With an average walking speed of 1.4 metres per second, it takes a pedestrian over 22 seconds to cross Abilene Crescent. The issue is exacerbated by the restricted visibility towards the oncoming traffic from Halswater Drive on both sides of the footpath on Abilene Crescent. Pedestrian connectivity is also poor on the Lakewood Avenue approach to the intersection. The traffic operation at this location is further complicated by the movements of buses travelling from Halswater Drive right onto Abilene Crescent and from Abilene Crescent left onto Halswater Drive.

Council officers have proposed the following improvements as part of this project:

- Installation of a pedestrian refuge island on Lakewood Avenue and the associated kerb realignment on the western side of Lakewood Avenue
- Introduction of a three-staged pedestrian crossing on the Abilene Crescent approach. This includes the installation of two pedestrian refuge islands and kerb realignment on the western side of Abilene Crescent
- The associated road marking improvements

After presenting the original proposal to the Bus and Ferry Operations team at Greater Wellington Regional Council, WCC officers have agreed to install 13 metres of No Stopping At All Times (NSAAT) road marking east of the corner of Halswater Drive and Lakewood Avenue to ensure that there is enough space for the right turning movement of buses exiting Halswater Drive onto Abilene Crescent.

Council officers, therefore propose, in total, 13 metres of No Stopping restrictions and as per plan attached.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Net parking loss: 0. (NZ Road Code specifies that no vehicle is allowed to park on, or closer than 6 metres to, an intersection, unless there are parking spaces or a notice telling you that you can park there.)

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**Legal Description:**

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Halswater Drive</b>	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Lakewood Avenue (Grid coordinates X= 1,751,414.85 m Y= 5,436,674.50 m) and extending in an easterly direction following the northern kerbline for 33.8 metres.</i>

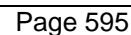
<b>Prepared By:</b>	Charles Kingsford	<b>(Principal Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	07/06/2019	

**WCC Contact:**

Charles Kingsford  
Principal Traffic Engineer

Transport Group – City Networks  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8641  
Email: Charles.kingsford@wcc.govt.nz





## PROPOSED TRAFFIC RESOLUTION

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







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

**Name:** Sarah McNeill GWRC  
**Suburb:** Te Aro  
**Agree:** Yes

Thank you for working with us to include additional no stopping lines to improve bus turning movements as part of improvements to pedestrian crossing facilities on Halswater Drive.

**Name:** John Morrison on behalf of Churton Park Community Assn  
**Suburb:** Churton Park  
**Agree:** Not Stated

CPCA support efforts to improve safety for both pedestrians and vehicles at this intersection. Although the TR only refers to the installation of NSAAT yellow lines, we feel that there is an opportunity to come up with a safer solution for the whole intersection. We do support the addition of the NSAAT lines on the north side of Halswater Drive. The kerb lines on Abeline Cres at the intersection with Halswater Drive were built to a very large radius. This is a consequence of the design standards for new roads in the 1960s when intersections were generally designed with large swept corners to enable vehicles to turn quickly with no great consideration for pedestrians. This was probably to allow for the lower powered vehicles at that time. Note that the radii of the corners of Lakewood Ave with Halswater Drive are much tighter, probably as a result of changed geometric standards. Our suggestions are as follows:

1 The left turn corner from Halswater to Abeline be tightened up and the small traffic island removed. This will require left turning vehicles to slow down to a normal intersection speed, as well as reducing the crossing distances. Because of the large radius corner, vehicles at present do travel fast up Halswater Drive and swing left into Abeline almost without pausing. With the arrangement shown, a pedestrian on this small island could potentially have a double decker bus on one side or a fast turning vehicle on the other side.

2 The proposal includes a "give way" for left turning vehicles from Halswater Drive. This is presumably to give the buses right of way, as it will do nothing for pedestrians. As this is an unnatural "give way" (left turning giving way to right) it will in all probability be ignored.

3 The wide off set Tee intersection and very long stop line does not give a clear path for vehicles to follow when moving from Abeline to Lakewood. If the south west corner of Abeline Cres was also tightened, vehicles wanting to proceed to Lakewood would be forced to make a left turn into Halswater followed by a right turn into Lakewood, rather than the diagonal route currently used. Therefore we recommend that the design of this intersection be tightened up on both corners, and the small island be eliminated. **Website** [www.churtonpark.org.nz](http://www.churtonpark.org.nz) **President: Brian Sheppard**

In addition we note that visibility for both vehicles and pedestrians exiting Lakewood onto Halswater is very significantly impeded by the dense vegetation on road reserve at the corner. This important sight line should be restored as soon as possible, regardless of what actions are taken with the intersection itself. Once again, thank you for inviting our input, which we trust you will take into account when making your final decisions. Submission made by John Morrison Acting President Churton Park Community Assn Inc

A submission was made by CPCA relating to TR 78-19 Halswater Drive at Abeline Crescent on Friday 24 May.

The main thrust of our submission is that the intersection should be tightened up where Abeline Cres meets Halswater Drive. The reason for this suggestion is to improve safety at the intersection by slowing the left turn traffic from Halswater to Abeline, and giving a safer route from Abeline to Lakewood.

Although strictly speaking the TR only applied to adding NSAAT to the north side of Halswater to allow buses to make the right turn without conflicting with the proposed small pedestrian refuge island, the format of the consultation document indicated that the design of the intersection was also open for consultation.



## FFEDBACK RECEIVED

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

Our submission asked that the intersection arrangement be changed to incorporate our suggestions.

Our main objective is to improve safety for pedestrians and reduce turning vehicle speed at this intersection, and we feel that the arrangement proposed will result in a sub optimal outcome. It has just come to our attention that the WCC contractor Downer proposes commencing physical work at this intersection on Monday 27 May, hence this urgent email.

Starting construction on Monday completely negates the spirit of public consultation on the TR relating to the NSAAT, because when the physical works are complete, the yellow lines will be necessary, thus also taking away from Councillors their ability to decide whether the TR should be approved.

**Therefore we request that physical works at this intersection be delayed until the TR process has run its course, including assessment of the proposal we have made.**

I am including in this email the Northern Ward Councillors, and am attaching our submission for their information.

As a general request, CPCA would appreciate being advised of the details of proposed road works in our area before construction so that we can give local experience feedback.

In addition, when any work is about to start, a copy of the notices delivered to residents would allow us to continue our role as a link between the community and WCC.

### Officers Response:

Thank you for taking the time to provide your feedback on the traffic resolution "TR 78-19 Halswater Drive, No Stopping At All Times" proposed by Wellington City Council. We have reviewed all the submissions received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. The recommended extent of broken yellow lines (NSAAT) will remain the same. We appreciate your suggestion regarding the new layout at the intersection. We will get in touch with you to determine the safest and most suitable intersection layout, before our contractor returns to the site to continue with the construction work. We agree with you that it would be beneficial to involve the Churton Park Community Association (CPCA) earlier in the process for future proposals and notify the CPCA in advance of any construction work in the area. Thank you again for your valuable input in our traffic resolution process. We will get back to you on the intersection design.

**Name:** John Tiley  
**Suburb:** Unknown  
**Agree:** Not Stated

Many vehicles intending to turn left onto Abilene Crescent approach up Halswater Drive at speed, barely slowing for the turn. The large radius on eastern side of the junction allows vehicles to continue through the turn at speed and then accelerate up Abilene Crescent at a speed unsuited to a length of road where vehicles are often parked on both sides. Any layout change should consider a focus on speed reduction through the junction. The proposed three stage crossing has disadvantages:-

- Drivers could still be tempted to make the turn at speed
- Pedestrians walking westwards, waiting on the eastern side island for traffic turning in front of them, will have passing traffic at their backs – difficult for a Carer with a push chair and other children
- Some older children from Churton Park School walk along Halswater Drive unescorted by an adult. They may find a three-stage crossing confusing.

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

Consider eliminating the provision for vehicles to make a sweeping turn and push out the kerb line to a more conventional position in line with present practice. Both the existing layout and the proposed change are unusual in that such layouts are not encountered elsewhere in Churton Park. Improving pedestrian and vehicle safety would best be achieved by “normalising” the junction layout, making the user experience consistent with that at other junctions. Removing the sweeping turn would help to lower speeds on the adjacent uphill section of Abilene Crescent.

**Officers Response:**

Thank you for taking the time to provide your feedback on the traffic resolution “TR 78-19 Halswater Drive, No Stopping At All Times” proposed by Wellington City Council. We have reviewed all the submissions received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. The recommended extent of broken yellow lines (NSAAT) will remain the same. We appreciate your suggestion regarding the new layout at the intersection. We will get in touch with you to determine the safest and most suitable intersection layout, before our contractor returns to the site to continue with the construction work.

Thank you again for your valuable input in our traffic resolution process. We will get back to you soon.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 79 – 19

**Location:** Rangoon Street, Khandallah

**Proposal:** No Stopping At All Times

**Information:** Residents on Rangoon Street have raised concerns over parking on their street on different occasions. Two locations along the street have caused particular safety concerns. They are the corner outside #13 to #19 and the corner outside #34 to #40. At both locations, cars often park too close to the bend, forcing the moving traffic to encroach onto the opposite traffic lane where visibility of the oncoming traffic is severely restricted due to the geometry of the road.

The residents have requested Wellington City Council to investigate the possibility of installing no stopping lines at these locations to improve safety. Council officers have investigated the issue on site.

To address the concerns raised, it is proposed to install 30.0 metres of No Stopping At All Times road marking (broken yellow lines) opposite 13 to 19 Rangoon Street and 35.0 metres of No Stopping At All Times road marking outside 34 to 40 Rangoon Street. The proposed broken yellow lines opposite 13 to 19 Rangoon Street will also improve the safety for pedestrians who cross the road at this bend to access their houses.

Net parking loss in the original proposal: 7 (3 outside 13-19 Rangoon Street and 4 outside 34-40 Rangoon Street).

### Changes to the proposal following the public consultation:

Although an overwhelming number of supportive submissions have been received during the public consultation period, some residents have raised legitimate concerns which included:

- High demand for on-street parking along certain sections of Rangoon Street
- Access to car parks for people with mobility issues

To address these concerns, council officers have re-assessed the extent of the proposed no stopping lines on site. At the lower section of Rangoon Street, opposite 13 to 19 Rangoon Street, the length of the proposed no stopping lines road marking has been reduced to 16.5 metres. At the upper section, the proposed extent of no stopping lines has been reduced to 23.0 metres to allow parking on the curve where there is corner widening and forward sight distance can be achieved.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |



## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Rangoon Street</b>	No Stopping, At All Times	West side, commencing 44.2 metres southeast of its intersection with Omar Street (Grid coordinates x= 1,750,575.60 m, y= 5,433,059.40 m), and extending in a south-easterly direction following the western kerbline for 16.5 metres.
<b>Rangoon Street</b>	No Stopping, At All Times	South side, commencing 115.5 metres west of its intersection with Gurkha Crescent (Grid coordinates x= 1,750,844.95 m, y= 5,432,736.30 m), and extending in a westerly direction following the southern kerbline for 23.0 metres.

**Prepared By:** Charles Kingsford

(Principal Traffic Engineer)

**Approved By:** Steve Spence

(Chief Transport Advisor)

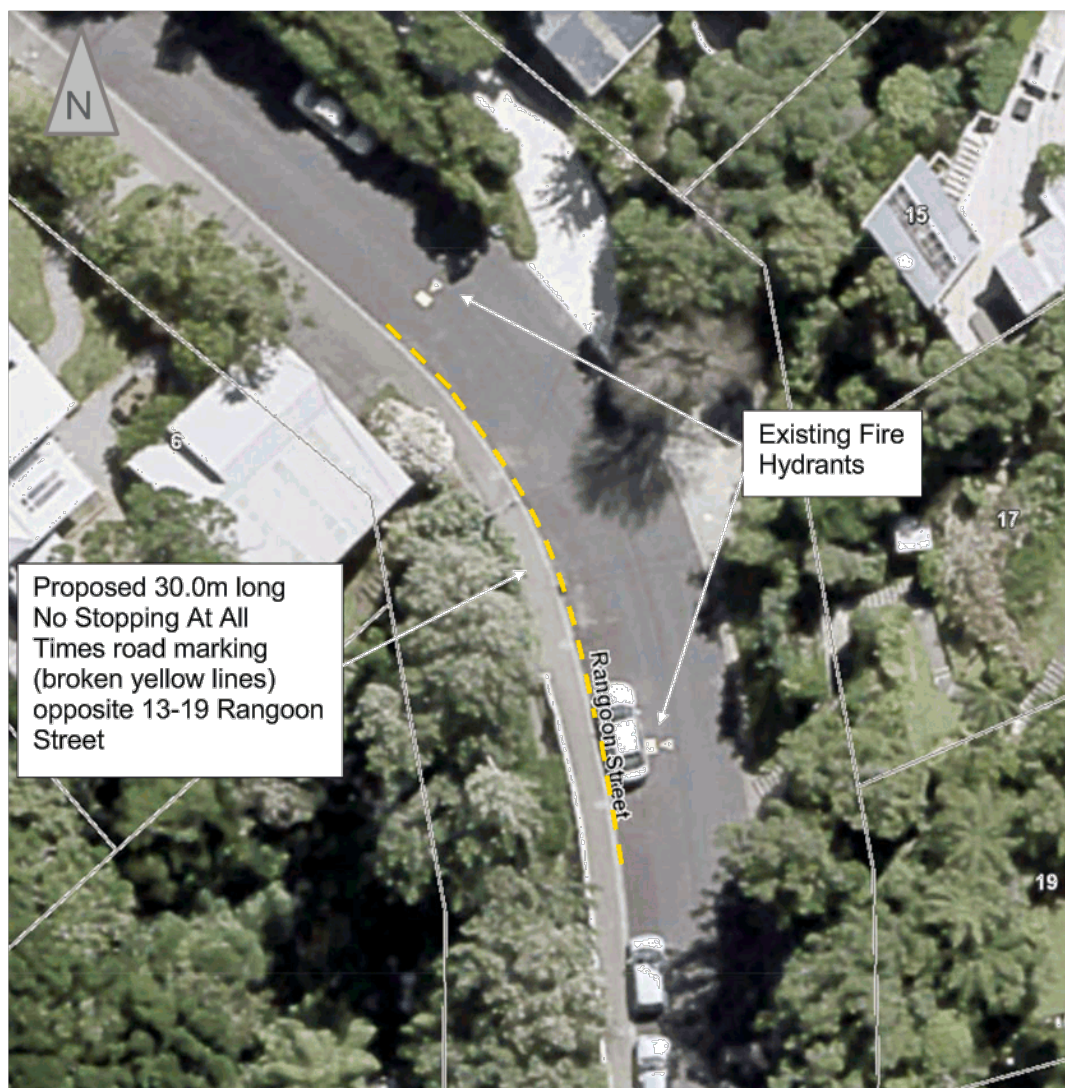
**Date:** 06/07/2019

### WCC Contact:

Charles Kingsford  
**Principal Traffic Engineer**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

Original Traffic Resolution Plan:



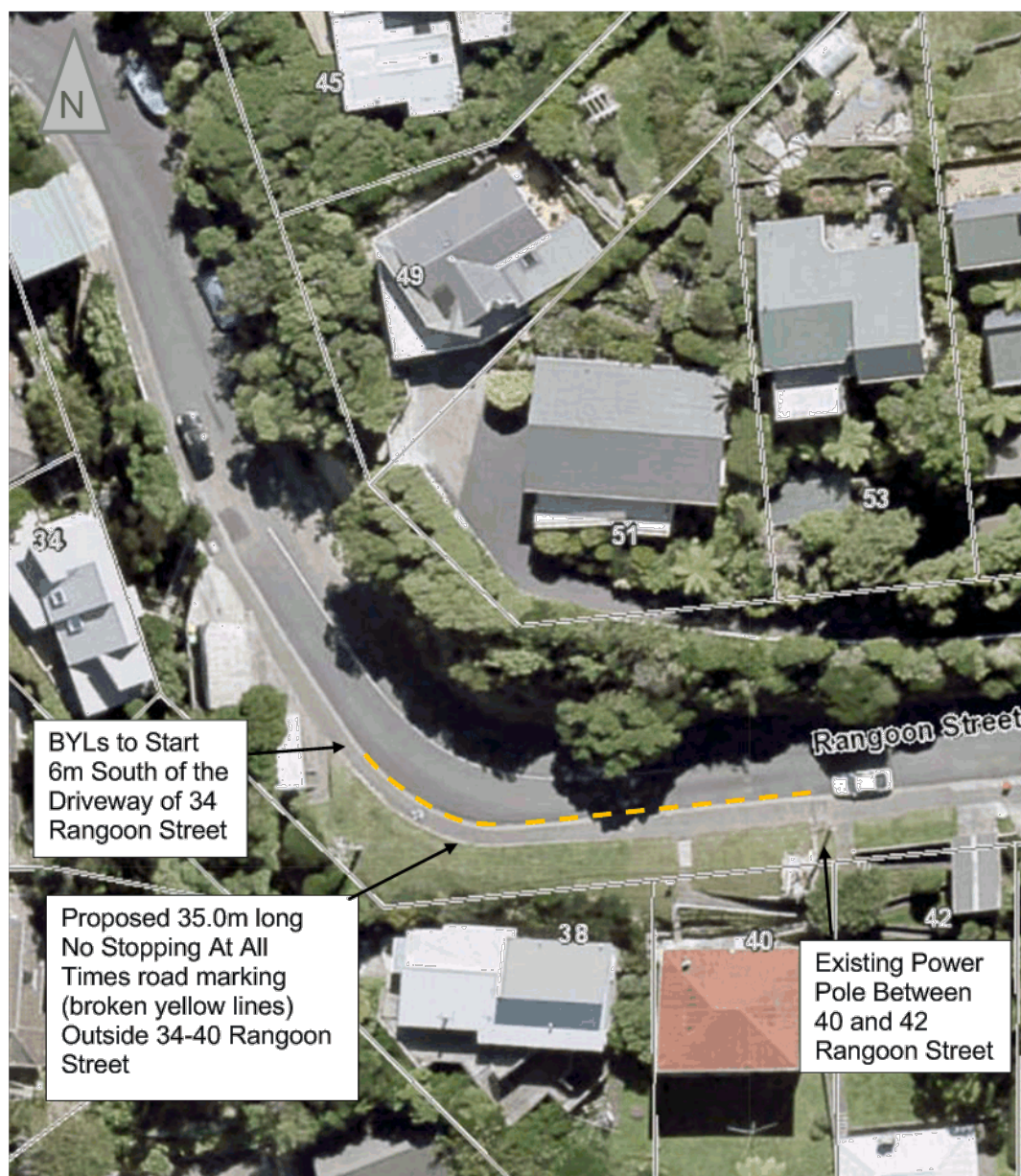
**TR 79 - 19 Rangoon Street, Khandallah**  
**Proposed No Stopping At All Times Road Marking**  
**Plan 1 of 2**



## PROPOSED TRAFFIC RESOLUTION

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

Original Traffic Resolution Plan:

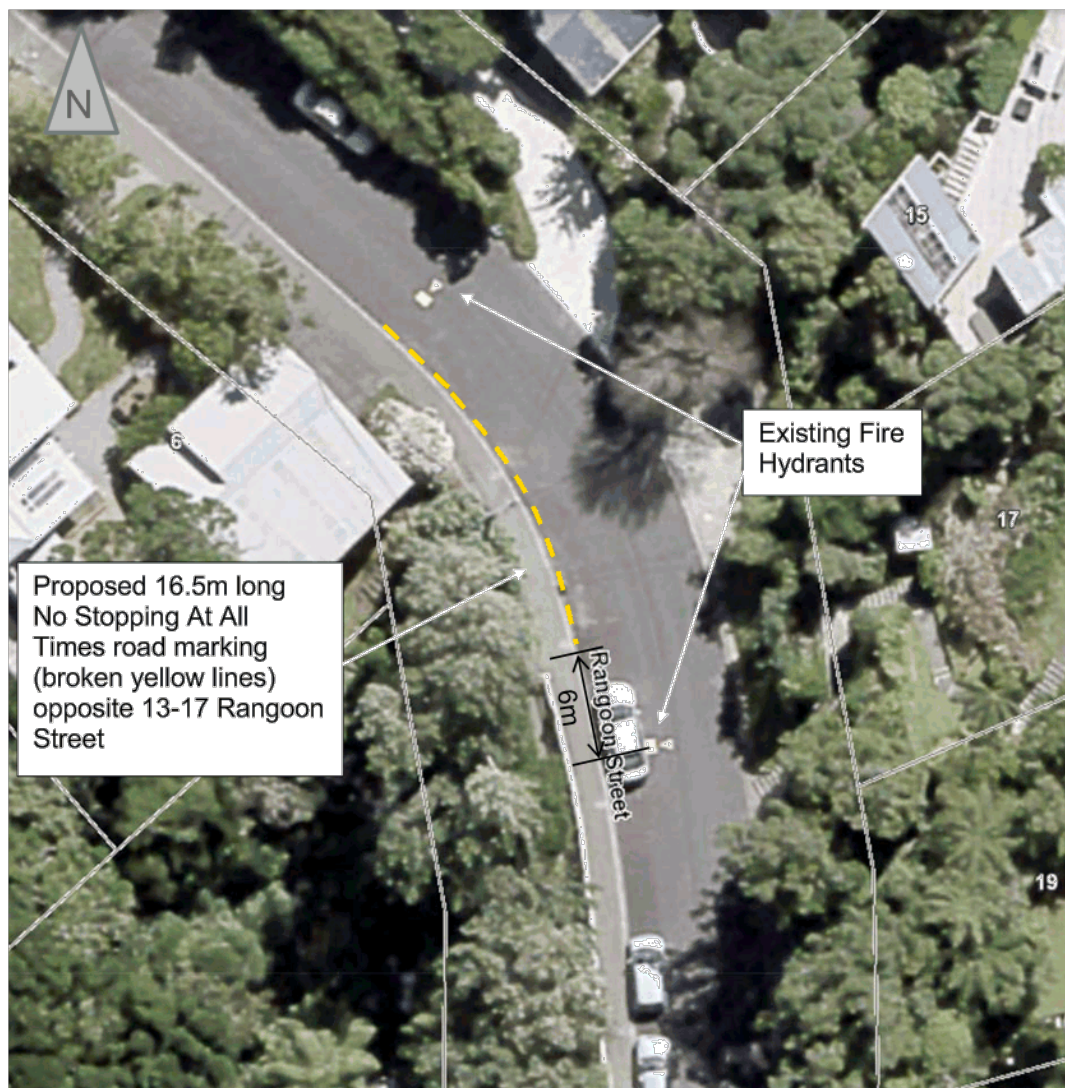


**TR 79 - 19 Rangoon Street, Khandallah**  
**Proposed No Stopping At All Times Road Marking**  
**Plan 2 of 2**

## PROPOSED TRAFFIC RESOLUTION

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

Updated Traffic Resolution Plan:



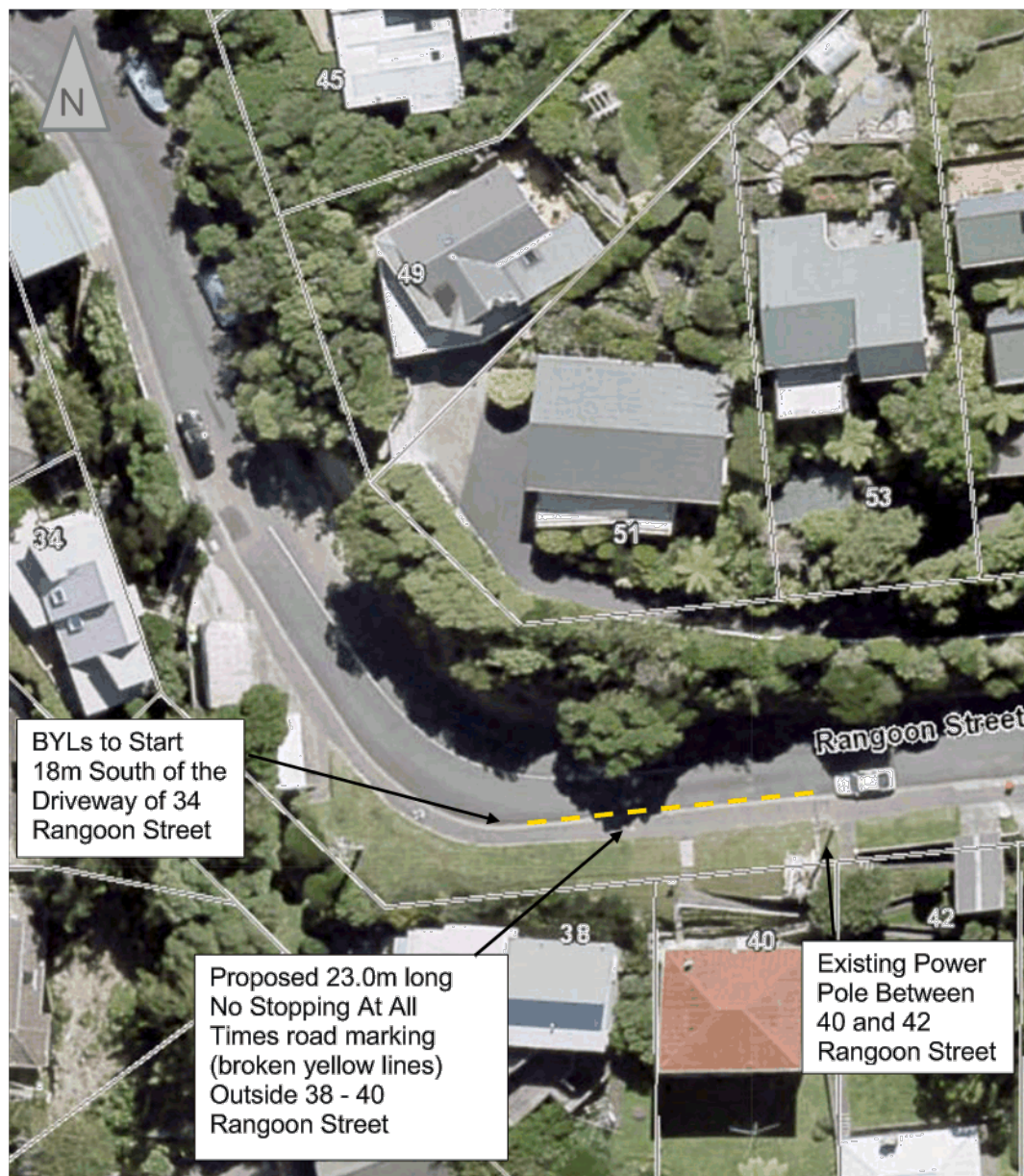
**TR 79 - 19 Rangoon Street, Khandallah**  
**Proposed No Stopping At All Times Road Marking**  
**Plan 1 of 2**



## PROPOSED TRAFFIC RESOLUTION

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

Updated Traffic Resolution Plan:



**TR 79 - 19 Rangoon Street, Khandallah**  
**Proposed No Stopping At All Times Road Marking**  
**Plan 2 of 2**

## FEEDBACK RECEIVED

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

### Feedback received:

**Name:** Susan Knox  
**Suburb:** Khandallah  
**Agree:** Yes

I agree with the restrictions proposed here but believe there are other areas on Rangoon Street i.e. (the corner at 30-22) that are also dangerous due to parked cars. I suggest these areas also have no stopping at any time restrictions as well.

**Name:** Martin Knox  
**Suburb:** Khandallah  
**Agree:** Yes

Although I agree with the restrictions proposed here I do not think they go far enough. There are other areas on Rangoon Street i.e. (the corner at 30-22 and the Shortland Street intersection) that are more dangerous, due to parked cars, than the areas outlined for changes. I suggest these areas also have no stopping at any time restrictions as well.

**Name:** Louisa Picker  
**Suburb:** Khandallah  
**Agree:** Yes

This change has my full support for the reasons given on the notice - parking on the bend by 13 Rangoon Street makes it dangerous to cross to our house at number 7 Rangoon due to poor visibility.

**Name:** Stephen Judd  
**Suburb:** Khandallah  
**Agree:** Yes

The road is dangerous with parking on the corners. Proposal supported.

**Name:** Karin Karin  
**Suburb:** Khandallah  
**Agree:** Not Stated

I'd like to request additional yellow lines outside our drive (30 Rangoon St) just past our house (heading north, towards no. 28 Rangoon St).

Even it is only one car space...that would make a significant difference, allowing cars somewhere to duck into, as other vehicles come around the bend.

If someone is driving, heading south up Rangoon St., the cars parked between 28 and 30 cause a block, as you come around the bend (past house no. 39 - 43).

We often have to reverse, or the other vehicle heading north, has to reverse. We're surprised there has been a collision yet.

Also, if people park too close either side of our drive, it makes it very awkward for us to reverse out without heading towards the neighbour's drive (no. 43) and taking up the whole road in the process.

The majority of cars parked outside between 28 and 30 belong to 43 which is a rental and have at least six cars belonging to it. They could easily use their drive and section to park in.

## FEEDBACK RECEIVED

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

**Name:** James Picker  
**Suburb:** Khandallah  
**Agree:** Yes

I strongly support the proposal. These corners are near blind bends and are current parking makes them incredibly dangerous for children to cross or cars to navigate.

**Name:** Jennifer Price  
**Suburb:** Khandallah  
**Agree:** Yes

This proposal will make our street much safer to drive on

**Name:** Madeleine Taylor  
**Suburb:** Khandallah  
**Agree:** No

Hello, I live at no. 17 Rangoon. My concerns relate to the impact that the dotted yellow lines will have on the behaviour of the residents. They will park on the other side of the road, which will obscure exits from the lane way at 13-7 Rangoon. We have not had any accidents to pedestrians to my knowledge having lived here for over 20 years. However cars do go quickly around the corner and have hit our steps on at least one occasion. I think that putting the yellow lines on the odd side of the street and adding judder bars to slow people down will create an option that will suit all parties. That is, not remove the large number of parks Council has suggested and support locals having access to parks adjacent to their homes, as well as lessening the likelihood of further safety problems in the future. Access is especially important for our older residents. Many thanks for your consideration.

**Name:** Fraser Stevenson  
**Suburb:** Khandallah  
**Agree:** Yes

I agree with the addition of broken yellow lines in these locations. However I also feel consideration should be made to putting broken yellow lines down various places on the opposite side of the street (odd numbered side of street) as I fear that people will just start parking on this side instead with the loss of the parks as proposed.

**Name:** Rex and Avril Da Vanzo  
**Suburb:** Khandallah  
**Agree:** Not Stated

We are resident at 19 Rangoon Street and have been there continuously since 1967. We agree with the safety concerns expressed in the information statement contained in your letter of 2nd May. As to the extent of the No Stopping At All Times road markings opposite 13 to 19 Rangoon Street, it may be that the upper portion of the road marking may be an over correction to alleviate the problem and that the broken yellow lines could be truncated marginally at its highest point. The other consideration is off street parking for residents but this must, of course, yield to safety concerns. As the stretch of road from Shortland Street to just beyond the fire hydrant is heavily parked at night it may be that some vehicles will park on the opposite side of the road, as a reaction, thereby to some extent negating the affect of the proposed change, particularly for uphill traffic. We appreciate the clear manner in which your correspondence has been presented.



## FEEDBACK RECEIVED

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

**Name:** Wayne Ritani  
**Suburb:** Khandallah  
**Agree:** No

This is in response to your proposed non-parking lines on Rangoon St down from Shortland and up from Omar. I am not in favor of this idea; we have lived and parked in our street at this same proposed spot for 20 years. In that time we have not experienced any major traffic problems. The people who live up the lane across the road from this proposal, which we have known all of them in the past had no problems that they talked to us about. The street by nature is narrow and we never park on the opposite side to this proposal, in fact nobody parks there as it is too tight for traffic. By putting any no parking lines it reduces our parking by 7 cars. To what end? We then need to move directly across the road which is an unsafe option.

Please leave it the way it is, the perceived problem's solution will just make another one.

**Name:** Mark Wilkin  
**Suburb:** Khandallah  
**Agree:** Yes

Guys Thank you for the excellent work on Rangoon St, this is a very good start, however one corner has been missed. This is outside no's 30-32, where vehicles being driven down the street on the south side of the road, are again forced onto the wrong side of the road by cars parked outside no's 30-32. This seriously needs broken yellow lines as proposed outside of no's 36 - 40. Could you please consider this corner as well, as it is a sharp blind right handed corner, we cannot see around when coming down the street, in you proposed changes?

**Name:** Gregory Stanton  
**Suburb:** Khandallah  
**Agree:** Yes

We are part of a shared driveway that exits onto Rangoon Street (this is across the road from no. 6 Rangoon Street). When people park on the road across the street from our shared driveway, it makes it very hard to maneuver out of the driveway safely as there is not enough clear space to complete a safe turn when turning right. In order to safely be on the road to drive off, a three point turn is required and you feel very vulnerable being on the road doing this with the blind corner further up Rangoon Street due to the parking allowances on the street. As there are 4 houses up our shared driveway, that is a lot of cars that are required to complete the same unsafe maneuvers every time they want to come out of their driveway due to the parking allowances across the road. I also find that when I drive up Rangoon Street, the parking allowances cause a lot of safety concerns as you often have to encroach onto the opposite traffic lane when heading up the road and there are many blind spots due to the bend of the road and it's elevation. I am strongly in favour of the proposed traffic resolution.

**Name:** Geraldine Dai  
**Suburb:** Khandallah  
**Agree:** No

I wish to comment only on Plan 1. I support something being done as we also have had a very near miss. I am aware, however, that parking is at a premium in that section of the street, and would like to suggest that traffic humps would preserve the parking and slow traffic also. Thanks for the opportunity to comment.



## FEEDBACK RECEIVED

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

**Name:** Andrereew Leslie  
**Suburb:** Khandallah  
**Agree:** No

I live at 10 Rangoon St with my wife and 3 children. The proposed no stopping zone extends right past our property and beyond. As we have no off street parking we park our 2 cars right where the no stopping zone is proposed to be. This proposal will have a significant effect on us. My wife has a disability so it is critical for her wellbeing that we can park immediately outside our gate. Due to her mobility issues even a short walk to the car would cause discomfort and would make getting out of the house more difficult than it already is. I'm concerned about the distress this would cause her and that she will lose motivation to get out and about. It would have a detrimental effect on her wellbeing. The cars that park along this section are from houses that don't have off street parking and they already take up the entire block and more often than not extend around the bend. The proposed yellow lines will significantly reduce the area available for all of us to park and there is no way we'd all be able to fit in the area that is left. This will mean that it will often be a relatively long walk for my wife to undertake to get to and from the car. I also have concerns about the rationale undertaken by the Council to arrive at this decision to propose a no-stopping zone. According to the letter received there were safety concerns raised with the Council about cars being parked on the bend in the road. We have lived at number 10 Rangoon for 12 years and there hasn't been any accidents on this bend. Our neighbours at number 8 have been there for 25 years and say there has never been any accidents in that timeframe. So rather than basing the decision on real risk the Council has based it on perceived risk. In that case nearly every bend on every suburban street in Wellington would fall into the same category. That is just the reality for Wellington streets. Therefore when driving around Wellington you know what to expect. That's why there's never been any accidents on this bend, even when cars have to park right around it. So the evidence would suggest that the perceived risk is very low in this situation and I'd expect the Council to take this into account when weighing up risk with impact. I also have concerns about the validity of the concerns that have been raised. I have strong suspicions that the concerns would have been raised by new neighbours across the road who have previously left a note on my car complaining about me parking on the bend. The note indicated that these neighbours would rather not drive a little further on from their driveway to turn around and instead attempts to do a 3 point turn to go up their driveway. If they are the residents that raised the concerns with the Council then they are self-serving concerns and have couched the situation as a safety issue to try and find a solution for what is a very minor inconvenience. The final point I want to raise is around alternative options. Should the Council still judge the very low perceived risk to outweigh the significant impacts at the end of this process I implore that other options are evaluated in conjunction with the affected residents. There must be other options available such as signage alerting drivers to the possibility of oncoming traffic, judder bars, a mirror on the roadside that provides visibility around the bend, or even reducing the speed limit in the street. All of these options would have a similar effect of mitigating the perceived risk and would be far less impactful on the residents who have no option but to park their cars on this stretch of road. I would value elaborating further on my views during the hearing process and to Council officers involved in the process. A collaborative approach would be the most effective way to alleviate any perceived risks, if in fact there actually are any.

## FEEDBACK RECEIVED

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

**Name:** Terence and Shelly Brady Sugrue  
**Suburb:** Khandallah  
**Agree:** Yes

Hello, we reside at 34 Rangoon Street. We support 'no stopping lines' being installed in the corner of Rangoon Street starting from the curb on the south side of the driveway after no. 34. We don't support the proposed length of 35 metres as we believe this would remove too many parks and effectively create another problem of cars parking in the space outside 34 -32 which is already fully occupied by neighbouring residents. We would recommend a length of 10-15 metres for the No Parking markings. We are concerned that if the proposed no stopping lines are installed in both 34 to 40 and 13-19 Rangoon Street; cars that currently park there (who are residents) will be forced into parking into other areas in the street effectively creating another problem. While we acknowledge the concerns that have been raised by residents on Rangoon Street we would also raise that there are many residents who rely on parking their cars in these spaces and would advocate that their circumstances are also 'heard' and valued in this consultation process. If the decision is made to proceed with the No Parking lines, could a meter worth of No Parking lines to the North side and South side of 34 Rangoon Street driveway /garage entry be applied, as existing parking in the area already create dangers for exit from this garage. Thank you for the opportunity to contribute to this consultation process. Postscript. You could consider changing Rangoon Street into a One Way street from the intersection of Omar Street to the intersection with Madras and Omar Streets. This would create a ring road. This road change would minimise traffic dangers and hazards for the length of Rangoon Street and Madras Street.

**Name:** David Catling  
**Suburb:** Khandallah  
**Agree:** Yes

I live on Rangoon Street and it is currently highly dangerous on the corner around 13/15 Rangoon Street. Due to cars parked, people frequently drive at high speed around the bend (bling corner almost), on the wrong side of the road. There is going to be a serious accident sooner or later. Our driveway exits at this corner and it is very dangerous to get in and out when cars are parked there. It usually involves a multi-point turn, which leaves you in the middle of the road trying to maneuver around parked cars with the risk of a car coming down Rangoon on the wrong side. Please go ahead with this as soon as possible, it is really needed.

**Name:** Linda McArthur  
**Suburb:** Khandallah  
**Agree:** No

I drive this road every day and do not find it an issue. It's just a typical Wellington road. Drivers are generally pretty cautious. If yellow lines are put in, it will just move the cars to other areas of the street and cause problems elsewhere. Drivers are used to the way it is now so I think it's safer not to change it.

**Name:** Matt Ritani  
**Suburb:** Khandallah  
**Agree:** No

I have reviewed the Proposed Traffic Resolution TR 79 – 19. I am an affected party/stakeholder as the proposal pertains to the property at 17 Rangoon. This is my parent's property and the central family location we regularly drive to attend family dinners and the like. I grew up there and my family has lived her for over 25 years and are deeply integrated to the community. I appreciate Council

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

taking the time to consult and engage with the local community. I appreciate the council's goals of safety in this area. I oppose and object to the proposal for the reasons below;

### 1. Reduction of parking

This proposal removes parking immediately adjacent to access to the house. We have several elderly relatives that appreciate being able to park closer to the site. They would have to walk an additional distance beyond what they already find challenging. It would also disrupt the natural level of parking in the area frustrating our other neighbors. I am not sure who the people who have complained about this – I suspect that they live further up the road. I wonder if they would be happy to give up their on-street parking for our convenience. – Especially when they are merely passing through on their way further up the street. What other of their whims are we supposed to accommodate?

### 2. Increased speed and Danger for crossing

There are young families in the community that are often moving around in the road area. If the yellow lines were to be installed the wider road would simply encourage drivers to drive faster around this corner. This would exacerbate the problem. If these drivers instead are safe courteous and sensible drivers that might slow down when rounding a blind corner rather than racing round and looking shocked when they see someone crossing with groceries and nearly knocking them over? Or are we to simply provide an extra 2 seconds on the day for those who are racing through and do not live in this area and are not negatively impacted by this proposal? This proposal is likely to make it more dangerous for my family and I to access the property particularly for the young and the elderly.

### 3. Potential for people to park to the north of the road

In the current, normal and natural set up the road sometimes people do park on the north side creating lots of risk and really disrupting the traffic. I am concerned that this will further exacerbate this currently rare pattern of parking and create more people parking here – people could step out and damage the garden that is regularly planted and maintained not to mention they might leave rubbish in this area!

I could recommend that a speed camera could be set up to monitor the people racing through this area and perhaps they could get tickets to allow them to move along at the legal speed. Maybe they would not speed and put us in danger? This proposal is frustrating because it detrimentally affects the current level of safety, access and amenity for myself and my loved ones both young and old with a wide range of mobility. This looks to me to be a minority complaining about having to be decent drivers and not on mindless autopilot. They are expecting people they have no neighborly connection to comprise their quality of life and movement for a tiny improvement for them? I find it very frustrating, disrespectful and not aligned with the way it has been operating for decades. Really self-centered selfish commentary from people further up the road. We don't want this and would actively oppose it should it go forward. Thank you for reading and we hope you make the right choice for the safety of my family. Can you please respond to my email confirming receipt within the submission period? We trust you will make the right decision.

### Officers response to all feedback:

Although an overwhelming number of supportive submissions have been received during the public consultation period, some residents have raised legitimate concerns which included:

- High demand for on-street parking along certain sections of Rangoon Street
- Access to car parks for people with mobility issues

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

To address these concerns, council officers have re-assessed the extent of the proposed no stopping lines on site. At the lower section of Rangoon Street, opposite 13 to 19 Rangoon Street, the length of the proposed no stopping lines road marking has been reduced to 16.5 metres. At the upper section, the proposed extent of no stopping lines has been reduced to 23.0 metres to allow parking on the curve where there is corner widening and forward sight distance can be achieved.



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 81 – 19

**Location:** Elliott Street, Johnsonville

**Proposal:** No Stopping At All Times

**Information:** Residents in Johnsonville have raised concerns over the restricted sight lines at the intersection of Elliott Street and Kipling Street.

The centre of the Elliott Street/ Kipling Street intersection is on a crest with Kipling Street and both approaches of Elliott Street sloping lower away from the intersection. Vehicles entering the intersection from Kipling Street have very limited visibility of the oncoming traffic from Elliott Street. The issue is exacerbated by the restricted sight lines caused by cars parked on Elliott Street, close to the intersection.

The residents have requested Wellington City Council to investigate the possibility of extending the existing no stopping lines outside 22 Elliott Street further west to improve the sight lines at this intersection. Council officers have investigated the issue on site. To address the concerns raised, it is proposed to install an additional 15.3 metres of No Stopping At All Times (NSAAT) road marking outside 22 Elliott Street.

Net parking loss: 2.

A parking survey has been undertaken at this site. It has confirmed that the on-street parking availability will not be adversely impacted by the introduction of the additional no stopping lines.

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule***Column One****Column Two****Column Three****Elliott Street***No Stopping, At All Times**North side, commencing from its intersection with Kipling Street (Grid coordinates x= 1,750,452.60 m, y= 5,434,339.90 m), and extending in a north-westerly direction following the northern kerbline for 15.3 metres.***Prepared By:** Charles Kingsford**(Principal Traffic Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 07/06/2019**WCC Contact:**Charles Kingsford  
**Principal Traffic Engineer**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

## PROPOSED TRAFFIC RESOLUTION

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

Traffic Resolution Plan:



**TR 81-19 Elliott Street, Johnsonville**  
**Proposed No Stopping At All Times Road Marking**

**FEEDBACK RECEIVED****Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke**Feedback received:**

**Name:** Nathaniel Bacchus  
**Suburb:** Johnsonville  
**Agree:** Yes

The main issue for residents of 29A, 29B, 27A, 27b, 25A and 25B are people parking in within the intersection while going to the kindy at 24 Elliott St. These people consistently park across from the fire hydrant (an example shows in the street picture) This makes exiting the shared driveway dangerous. Especially for the elderly residents. It also means that traffic using the intersection cross the centerline. The vehicles are also parked such that they block line of site for vehicles travelling up Elliott St wanting to use the intersection.  
A necessary amendment is to add no stopping at all times for traffic opposite the intersection of Kipling and Elliott St.



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 83 – 19

**Location:** Upoko Road, Hataitai

**Proposal:** No Stopping At All Times

**Information:** Residents on Upoko Road have raised concerns over parking on their street on different occasions. Upoko Road outside the shared driveway of #20 to #24 is less than 6.0m wide. Cars parked in the space opposite this driveway are creating difficulties for vehicles to enter and exit. The gradient of the driveway and its angle with the road also create additional difficulties for the residents. Additionally, it has been reported that emergency service vehicles often find it difficult to negotiate this bend when cars are parked on both sides.

The residents have requested Wellington City Council to investigate the possibility of installing no stopping lines opposite the shared driveway. Council officers have investigated the issue on site. To address the concerns raised, it is proposed to install 38.5 metres of broken yellow lines from 1 metre north of the fire hydrant near the top of the Hapua Street walkway to 2 metres south of the garage access of #25 Upoko Road.

Net parking loss: 0 (loss of 1 parking space, if counting the space where cars can half-park on the shoulder and half-park on the road).

**Key Dates:**

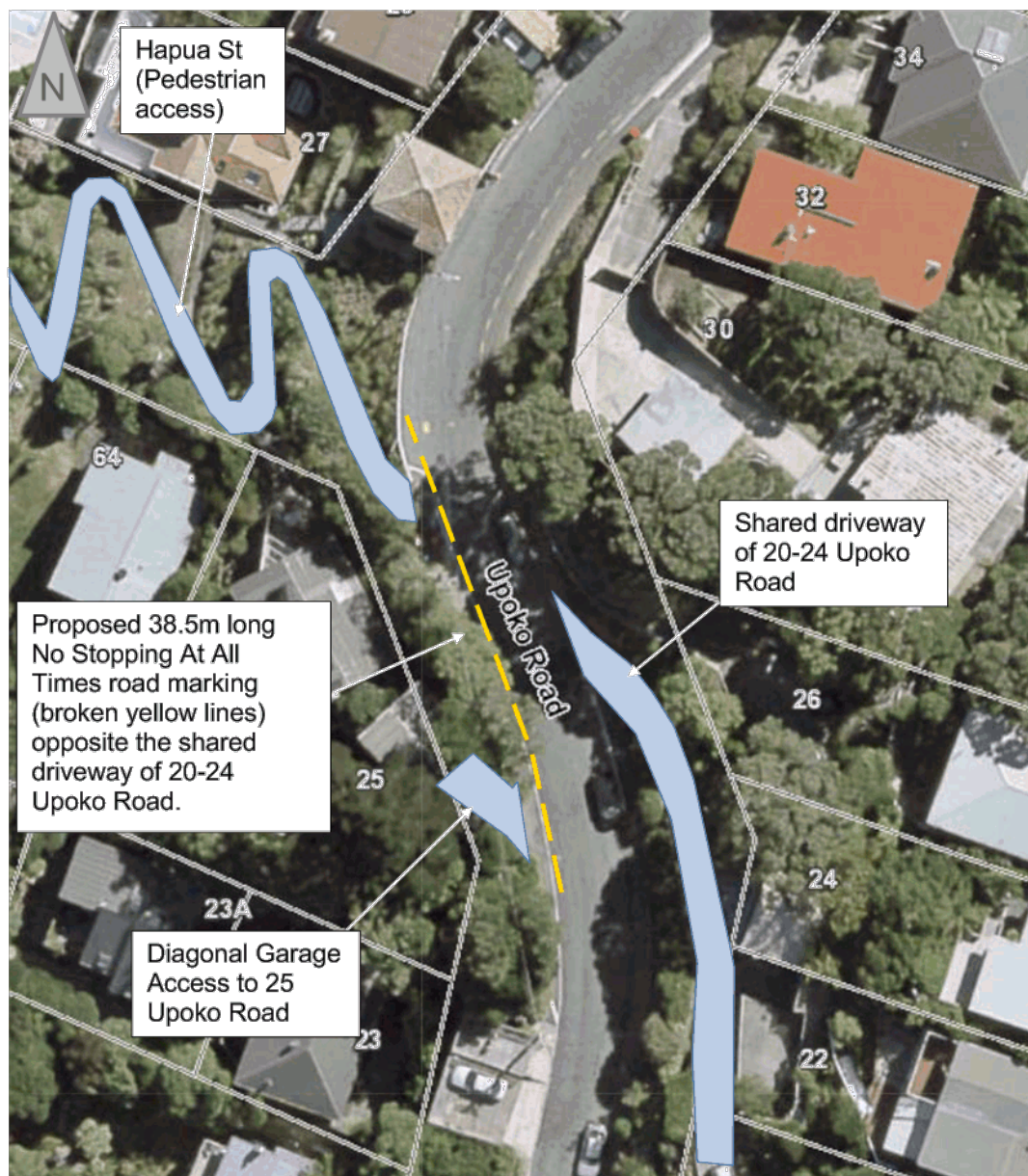
- |  |              |
|--|--------------|
| 1) Advertisement in the Dominion Post Newspaper  | 7 May 2019   |
| 2) Feedback period closes  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate |              |

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule***Column One****Column Two****Column Three*****Upoko Road****No Stopping, At All Times**West side, commencing 80.0 metres south of its intersection with Alexandra Road (Grid coordinates x= 1,750,298.56 m, y= 5,426,653.60 m), and extending in a southerly direction following the western kerbline for 38.5 metres.***Prepared By:** Charles Kingsford**(Principal Traffic Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 07/06/2019**WCC Contact:**Charles Kingsford  
**Principal Traffic Engineer**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

## PROPOSED TRAFFIC RESOLUTION

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

Traffic Resolution Plan:



**TR83-19 Upoko Road, Hataitai**  
**Proposed No Stopping At All Times Road Marking**

**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback received:**

**Name:** David Grove  
**Suburb:** Hataitai  
**Agree:** Yes

I am one of the residents using the driveway shared by numbers 18/20, 22 and 24. There are three double garages and two additional off street parking spaces on this shared driveway. As already described - people are parking opposite the driveway and on both sides of the street just above and below the driveway. This is making it very difficult and occasionally impossible for larger vehicles like rubbish trucks, to get around the corner. Cars coming down the road and around the corner have to stop suddenly and then reverse a considerable distance when meeting cars coming the other way. This can create quite a jam when 2 or 3 cars become involved. It is also making it very difficult for us to get into and out of the shared driveway - sometimes we are forced to drive down the hill when we wish to go up the hill. People parking opposite the driveway also exacerbate the problem by parking large SUV's very badly way out into the middle of the road. Thank you very much for addressing this problem - which is both a daily hassle and potentially a life threatening issue if blocking ambulances or fire engines.

**Name:** Nicky Beamish  
**Suburb:** Hataitai  
**Agree:** Yes

I agree with this proposal and also would recommend the No stopping restriction be extended to other parts of Upoko Rd e.g. the western edge of the road outside my property of No. 19 Upoko Rd as residents have been parking here which reduces the access considerably.

**Name:** Jennifer F  
**Suburb:** Hataitai  
**Agree:** Yes

We regularly see service vehicles unable to get through this corner of Upoko Road when there are cars parked on both sides. I note that emergency services have also reported difficulty getting through. We consider that this needs to be addressed for the safety of residents on this street. Additionally, we have significant difficulty getting in and out of our driveway, particularly when vehicles are parked on both sides of the road as it limits the turning circle available.

**Name:** Alison and David Tannock  
**Suburb:** Hataitai  
**Agree:** Yes

As we live at 34 Upoko Road we thought we would let you know that we are fully in support of the proposed No Stopping area. The proposal covers what is certainly the worst section of a street which is routinely made very difficult to negotiate because of the proliferation of parked cars along its sides.



## FEEDBACK RECEIVED

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

**Name:** C Fraser  
**Suburb:** Wellington  
**Agree:** Yes

Proposal supported entirely. Those two corners on Upoko Rd are dangerously narrow when cars are parked and service vehicles (rubbish/recycling/emergency services) commonly are not able to traverse. Also small moving trucks and wider vehicles are not able to either.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR84 – 19

**Location:** Dee Street - Island Bay

**Proposal:** Remove Time Limited Parking P10, (7am – 8pm, Mon – Sun)

**Information:** It has been brought to our attention that the business at the corner of The Parade and Dee Street (Chappies Dairy) has now closed down. There is currently a signed time restriction of P10 (At All Times) for 1 on-street park.

A review of the existing signed parking restrictions has been undertaken. Council officers believe that the current time/day restrictions are now not appropriate and propose to remove the time restriction to allow for additional parking in the area.

It is therefore proposed to change the currently signed time restriction from P10, (At All Times) to unrestricted parking.

Net parking loss: Nil  
Conversion to unrestricted parking

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 7 May 2019   |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Dee Street</b>	<i>P10, Monday to Sunday, 7:00am-8:00pm</i>	<i>South side, commencing 11 metres west of its intersection with The Parade and extending in a westerly direction following the southern kerb line for 6 metres.</i>

Prepared By: **Amin Shahin**

**(Area Traffic Engineer)**

Approved By: **Steve Spence**

**(Chief Transport Advisor)**

Date: **07/06/2019**

### WCC Contact:

Amin Shahin  
**Area Traffic Engineer**  
Transport and Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 0294  
Fax: +64 4 801 0294  
Email: [amin.shahin@wcc.govt.nz](mailto:amin.shahin@wcc.govt.nz)

## PROPOSED TRAFFIC RESOLUTION

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





## **FEEDBACK RECEIVED**

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

**Feedback received:**

**Name:** Pablo Gomes Ludermir  
**Suburb:** Island Bay  
**Agree:** Yes

Since this car park is not on the main Parade I support this proposal.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 87 – 19

**Location:** Dunlop Terrace - Te Aro

**Proposal:** P10 Loading Zone At All Times  
P120 Metered Parking

**Information:** Council Officers have received requests to convert two existing metered parking spaces to a P10 Loading Zone, and convert an existing P10 parking space to P120 metered parking.

Outside the CQ Hotels on Dunlop Terrace are a number of on-street car parking spaces, most of which are metered parking. It has been determined that the current restrictions do not fully cater to existing demand.

The purpose of this resolution is to convert two existing metered parking spaces to a P10 loading zone, and to convert one P10 time restricted space to P120 metered parking.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking gain: 1x P10 loading zone space (11m)  
Net parking loss: 1x metered parking spaces,

**Key Dates:**

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | 07 May 2019  |
| 2) Feedback period closes.  | 24 May 2019  |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

## PROPOSED TRAFFIC RESOLUTION

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

### Legal Description:

*Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Dunlop Terrace</b>	<i>P10, At All Times.</i>	<i>West side, commencing 56 metres south of its intersection with Vivian Street (Grid Coordinates X=2658669.154691 m, Y=5988688.914263 m) and extending in a southerly direction following the kerbline for 7.5 metres.</i>
-----------------------	---------------------------	---

*Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b>Dunlop Terrace</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 29 metres. (5 parallel carparks)</i>
-----------------------	--	---

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Dunlop Terrace</b>	<i>Loading Zone, P10, At All Times.</i>	<i>West side, commencing 37.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 11.5 metres.</i>
-----------------------	---	---

*Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b>Dunlop Terrace</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 12 metres. (2 parallel carparks)</i>
<b>Dunlop Terrace</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and</i>	<i>West side, commencing 49.0 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly</i>

## PROPOSED TRAFFIC RESOLUTION

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

*Sunday 8:00 - 6:00pm.*

*direction following the kerbline for  
13 metres. (2 parallel carparks)*

**Prepared By:** Patrick Padilla  
**Approved By:** Steve Spence  
**Date:** 07/06/2019

**(Intermediate Traffic Engineer)  
(Chief Transport Advisor)**

No Feedback Received

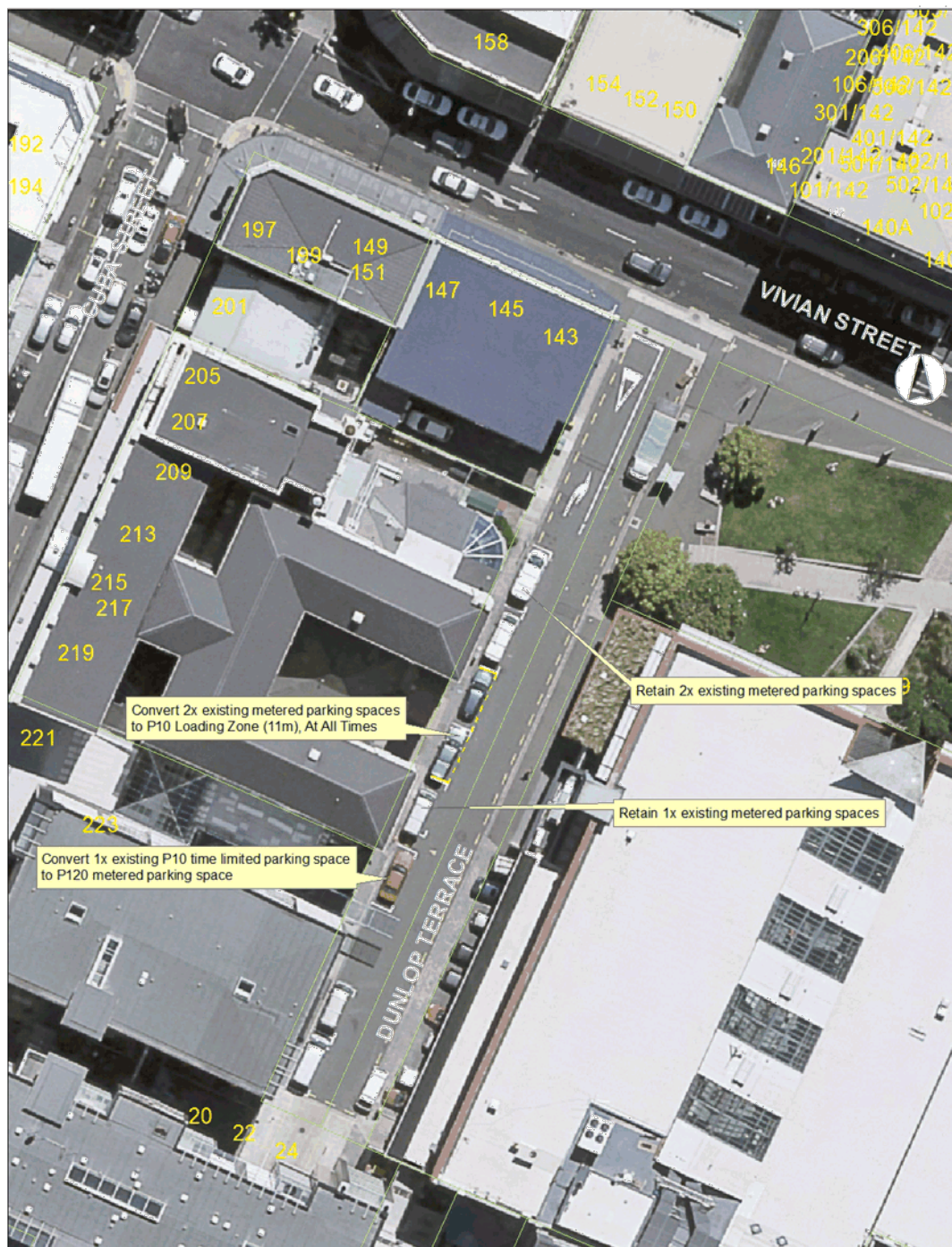
### WCC Contact:

Patrick Padilla  
**Intermediate Traffic Engineer**  
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Fax: +64 4 801 3009  
Email: [patrick.padilla@wcc.govt.nz](mailto:patrick.padilla@wcc.govt.nz)



## PROPOSED TRAFFIC RESOLUTION

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



**P10 Loading Zone and P120 Metered Parking TR87-19  
Dunlop Terrace, Te Aro**



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 88 – 19

**Location:** Cecil Road, Wadestown

**Proposal:** No Stopping At All Times

**Information:** Residents on Cecil Road have raised concerns over parking on their street on different occasions. Cecil Road outside #119 and #121 is less than 6.0m wide. Cars parked in the space opposite the garages of #119 and #121 are creating difficulties for vehicles to enter and exit these garages.

The residents from #119 and #121 have requested Wellington City Council to investigate the possibility of installing no stopping lines opposite their garages.

A Council officer has investigated the issue on site. To address the concerns raised, it is proposed to install 16.4 metres of broken yellow lines opposite the garages access of #119 and #121.

Net parking loss: 3 parking spaces.

### Additional notes post CSC meeting on 18<sup>th</sup> April 2019 :

The proposal (TR 16 -19) was reviewed and discussed at the City Strategy Committee meeting held on 18 April 2019.

It was agreed at the meeting that the extent of the proposed no stopping restriction would be re-investigated on site as one of the submitters during the public consultation suggested that there could be an opportunity to reduce the extent of the proposed no parking restriction to allow for an additional parking space.

A Council officer met with the resident on site on 2/05/2019. It was confirmed that the suggested reduction in the proposed no stopping lines would not be achievable without interfering with the entry or exit movements to the garages of 119 and 121 Cecil Road. It has been agreed with this resident that the 16.4 metres of no stopping lines as initially proposed would not be altered.

The traffic resolution report (TR 88-19) has been submitted to the City Strategy Committee for consideration at the meeting scheduled for 20 June 2019. No new consultation is required as there is no change in the proposal.

## PROPOSED TRAFFIC RESOLUTION

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

### Key Dates:

- |   |              |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper   | N/A          |
| 2) Feedback period closes.  | N/A          |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |              |

### Legal Description:

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

#### **Column One**

**Cecil Road**

#### **Column Two**

*No Stopping, At All Times*

#### **Column Three**

*West side, commencing 76.0 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m, y= 5,430,329.3 m), and extending in a southerly direction following the western kerbline for 16.4 metres.*

**Prepared By:** Charles Kingsford

**(Principal Traffic Engineer)**

**Approved By:** Steve Spence

**(Chief Transport Advisor)**

**Date:** 07/06/2019

### WCC Contact:

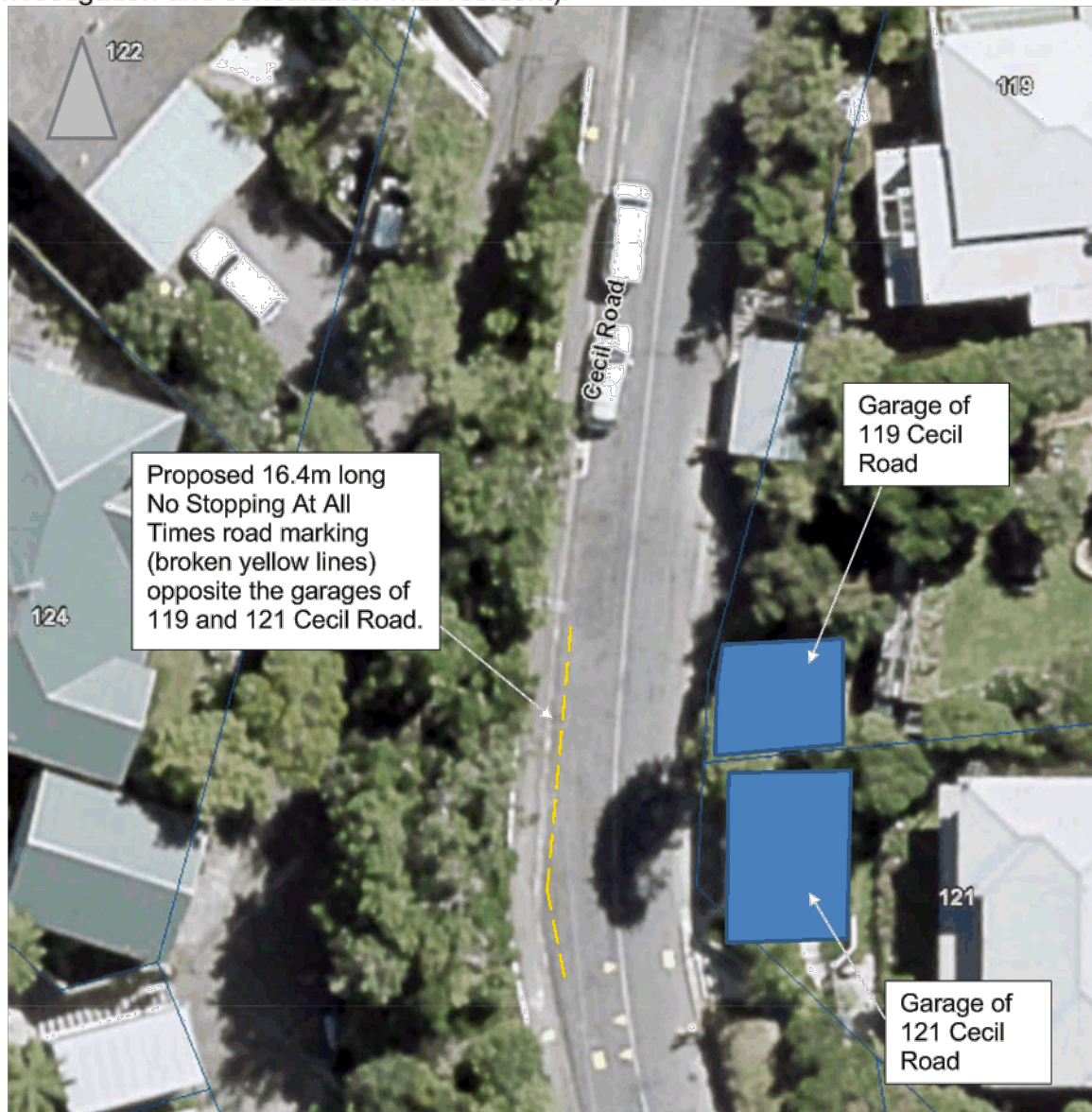
Charles Kingsford  
**Principal Traffic Engineer**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz



## PROPOSED TRAFFIC RESOLUTION

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

Traffic Resolution Plan (Amended on 3 May 2019 following further investigation and consultation with resident):



**TR16-19 Cecil Road, Wadestown**  
**Proposed No Stopping At All Times Road Marking**



## FEEDBACK RECEIVED

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

### Previous Feedback Received (TR16-19):

#### Feedback Received:

**Name:** Charles Michael  
**Suburb:** Wadestown  
**Agree:** No

Parking is needed in that stretch of road, parking around Cecil road is dangerous with people often parking on blind corners. This part of the road is one of the safest places to park, taking it away will only make the rest of the road more congested and dangerous. The residents could consider reversing into their garages if they find it hard to get out as this is the safest and best way to get onto a road.

**Name:** Marilyn Little  
**Suburb:** Wadestown  
**Agree:** Yes

For the past year, I have had increasing problems exiting and entering my garage at 121 Cecil Road due to cars being parked directly opposite. The road at 119/121 is only 6 metres. It means that turning into our garages is fraught if anyone is parked directly opposite, I have had several occasions in the past year where I have simply been unable to use my car for days at a time - because I know that, based on 21 years' experience in using my garage, the turning circle is so tight that I am unlikely to get in or out without scraping the side of my car or hitting someone else. (I've just had a car repaired due to such a scrape, losing my no claims and paying an excess). Sure, I could take a bus. But my double garage is factored into my rating valuation, and the garage is designed to take cars off of the road. As it is, I currently feel I am paying for a garage / use of my car that is unusable 50% of the time. While younger than my neighbour at 119, I've been managing a health issue for the last 18 months. Two weeks ago, I was very ill and needed to see a doctor. Cars were parked across my garage (other spaces in the road were available) for three straight days, and in the end I had to taxi to and from my doctor and pharmacy at a cost of almost \$100. In ending, I have to say I feel increasingly stressed by the parking situation here. I would very much appreciate the TR that is proposed. While it wouldn't stop anyone parking in our turning circle, it would give them a clear indication that it isn't ok. Thanks in anticipation Marilyn Little 121 Cecil Road

**Name:** Karen Belt  
**Suburb:** Wadestown  
**Agree:** Yes

I live at 121 Cecil Road. At times I am unable to get out of or get into my garage due to parking opposite the garage. If I can't get out, I can't use my car. If I can't get in, I have to park on the road, therefore defeating the point of having a garage. I often hold up traffic as I manoeuvre in and out of my garage when I think I can make it without scraping my car (it depends on exactly how much space across from my garage is parked out. ). My elderly neighbour at 119 has an even worse problem and is extremely distressed by the situation.

## FEEDBACK RECEIVED

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

**Name:** Hamish O'Brien  
**Suburb:** Wadestown  
**Agree:** Yes

I would ask you to consider extending the yellow lines past the planned garages and up past our driveway, the justification being from a safety concern. We have an off street steep uphill driveway and when backing down if there is a car directly opposite it is difficult to both see the car and there is increased risk we will hit it.

**Name:** Katherine Sutherland  
**Suburb:** Wadestown  
**Agree:** No

There only need to be Yellow lines outside 119 because 121 can easily do turning when backing out of their garage. I have observed when they come home from work they park on the street where you want to remove 2 car parking spaces. Added to this we were not consulted as we were away but we were back home on 4th February. The traffic volume in this area has increased and more cars are packing in this area, I, suggest you visit it after 7.00pm at night and at the weekends to see parked cars.. It also means when we have visitors where are they going to park. Suggest you put parking restrictions on the area where you want to remove the 2 car parks ie No parking between 17.00hours to 9.00hours at all times.

**Name:** Paul Wotherspoon  
**Suburb:** Not stated  
**Agree:** Yes

I am writing in support of the proposal to place broken yellow lines opposite the garages at 119 and 121 Cecil Road Wadestown.

Please note that I am one of the aggrieved parties so my submission will naturally be biased.

This has been a long standing problem but has got worse in recent years with the increase in cars demanding parking space, and a break-down in neighbourliness. Where once a request for space to exit/enter garages was usually met with a measure of compliance, of late there has been a noticeable and deliberate policy of defiance. For a while I was placing polite notices on the windscreens of persistent offenders but these were being returned to my car with the added note that 'you do not own the street'. There are a couple who use this part of the street for long term parking. One was there over the Christmas period for almost three weeks.

When I know that I will need to be going out the following day I have got into the practice of parking outside rather than being blocked in. As it is for the last week I have had to park outside every night being unable to get into my garage. I will be attaching some photos of recent blocking. I admit that I am unfortunate in having a garage only 2.1 metres wide at entry, but there is no way to rectify this without demolition and rebuilding.

## FEEDBACK RECEIVED

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

**Name:** Janine Troughton  
**Suburb:** Wadestown  
**Agree:** No

This part of Cecil Rd is one of the only reasonably wide parts in this area. If you remove this on street parking the cars will need to park on the narrower part of the road which will be more dangerous to all travelling this part of the road. I have viewed this part and surmise that #121 has reasonable room to reverse into their garage, much like most of us have to - myself included. #119 is nearly on the road, i assume he is on the encroachment part - perhaps this should be revised if he cannot safely get into his garage - but again, he can reverse in. I feel it will inconvenience many to satisfy the one in this case and do not feel it needed to have yellow lines removing the on street parking to the many houses in this area. Please do not put yellow lines on this part of Cecil Rd.  
Regards, Janine Troughton

**Name:** Iain Macdonald  
**Suburb:** Wadestown  
**Agree:** No

It seems that the motive for closing this road off to parking is because the owner of #119 is a poor driver with a garage built when the family car was literally the Morris 1000. If you follow this logic you will rule out parking on a vast majority of streets in Wadestown. This location is not inner city it is a suburb. Families live in this street and many of us have two cars and bad or no access to off street parking. Parking is already at a premium in this area. There is already a very large area of parking lost due to the access to #122 et.al. PS. I have the strongest suspicion that this process is simply consultation theater. You have taken a crowd approach to the whole process and I have very little faith that any comments will be taken seriously.

### Feedback Received (TR88-19):

**Name:** Paul Wotherspoon  
**Suburb:** Wadestown  
**Agree:** Yes

I am answering to it from Dubai where my computer has gone silly on me. I hope in time I am able to dispatch this. I will be unable to attend the next meeting, but would like to endorse everything that David and Charles have proposed, and together with Andy and all the others who have been involved with this, extend my thanks for their time and attention to it, whichever way it unfolds.

**Name:** Marc Paynter  
**Suburb:** Whitby  
**Agree:** No

I have had a good look at this proposal. I don't live near here and am not a user of the road. Therefore my view is quite independent and I have taken the time to consider it carefully to provide some balance. I hope this assists the decision makers.  
If this was my property I would simply reverse into my garage from either direction. If I had difficulty doing this I would buy a smaller car. If I still struggled I would make sure there was nothing on the side walls inside the garage restricting my maneuvering. After that I would consider modifying the garage to remove the pillar between the two doors to create more off-road maneuverability. Somewhat of an expense but I would have considered this when I built or bought the property.  
If I found cars breaching the 1m from a driveway parking restriction, I would call Parking Services.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Painting yellow lines would be an easy answer, BUT after looking at the hundreds of garages with the same or less space to get in and out of around Wellington, if WCC approve this one, expect a tsunami of requests for the same.

**Officers Response:**

Thank you for taking the time to provide your feedback on the traffic resolution "TR 88-19 Cecil Road, No Stopping At All Times" proposed by Wellington City Council. We have reviewed all the feedbacks received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. While the Council officers try their best not to remove parking spots in the residential areas, we do need to ensure people are able to safely access their own garages.

Thank you again for your valuable input in our traffic resolution process. Please feel free to get in touch should you require further clarifications.

**Name:** J Harris  
**Suburb:** Newtown  
**Agree:** No

Retaining status quo incentives Wadestown residents to buy smaller or fewer cars.

**Officers Response:**

Thank you for taking the time to provide your feedback on the traffic resolution "TR 88-19 Cecil Road, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed all the feedbacks received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. While the Council officers try their best not to remove parking spots in the residential areas, we do need to ensure people are able to safely access their own garages.

Thank you again for your valuable input in our traffic resolution process. Please feel free to get in touch should you require further clarifications.







---

## 6. Committee Reports

---

### REPORT OF THE COUNCIL CONTROLLED ORGANISATIONS SUBCOMMITTEE MEETING OF 5 JUNE 2019

---

**Members:** Mayor Lester, Councillor Fitzsimons, Councillor Lee, Councillor Marsh, Councillor Woolf (Chair), Councillor Calvert, Councillor Gilbert .

**The Committee recommends:**

**Final Statements of Intent for Council Controlled Organisations**

**Moved Councillor Woolf, seconded Councillor Marsh**

**Resolved**

That the Council Controlled Organisations Subcommittee:

1. Receive the information.
2. Note that following the Council Controlled Organisations Subcommittee meeting on 3 April 2019 and the subsequent City Strategy Committee meeting held on 11 April 2019, officers requested changes to be made to the Statements of Intent and that these changes have been included in the final Statements of Intent.
1. 3. Agree to recommend to the City Strategy Committee that it accepts the 2019/20 Statements of Intent for the Basin Reserve Trust, the Karori Sanctuary Trust, the Wellington Cable Car Limited, the Wellington Museums Trust, the Wellington Regional Stadium Trust and the Wellington Zoo Trust.

**Carried**

## Attachments

Attachment 1. Draft Statement of Intent for Council Controlled Organisations Page 642

**COUNCIL CONTROLLED ORGANISATIONS  
SUBCOMMITTEE**  
5 JUNE 2019Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke**FINAL STATEMENTS OF INTENT FOR COUNCIL CONTROLLED  
ORGANISATIONS****Purpose**

1. To receive and consider the final 2019/20 Statement of Intent (SOI) for the following Council Controlled Organisations (CCOs).
  - Basin Reserve Trust
  - Karori Sanctuary Trust
  - Wellington Cable Car Limited
  - Wellington Museums Trust
  - Wellington Regional Stadium Trust (not a Council Controlled Organisation)
  - Wellington Zoo Trust

**Summary**

2. Officers received draft SOIs and reported on these at the Subcommittee meeting on 3 April 2019. The report included any issues with the draft SOIs that were expected to be addressed in the final SOIs.
3. The City Strategy Committee considered the draft SOIs at its meeting on 11 April 2019 and identified some issues for each entity to address in its final SOI.
4. Officers highlighted the relevant issues and recommendations of the City Strategy Committee to the CCOs and requested that they be addressed in the final SOI.
5. Officers have reviewed the final SOI for each CCO and assessed that each SOI has addressed the issues raised.

**Recommendations**

That the Council Controlled Organisations Subcommittee:

1. Receive the information.
2. Note that following the Council Controlled Organisations Subcommittee meeting on 3 April 2019 and the subsequent City Strategy Committee meeting held on 11 April 2019, officers requested changes to be made to the Statements of Intent and that these changes have been included in the final Statements of Intent.
3. Agree to recommend to the City Strategy Committee that it accepts the 2019/20 Statements of Intent for the Basin Reserve Trust, the Karori Sanctuary Trust, the Wellington Cable Car Limited, the Wellington Museums Trust, the Wellington Regional Stadium Trust and the Wellington Zoo Trust.

**Background**

6. Under the Local Government Act 2002, CCOs are required to submit a draft SOI to the Council by 1 March in the previous financial year. As a matter of good practice, the



**COUNCIL CONTROLLED ORGANISATIONS**  
**SUBCOMMITTEE**  
**5 JUNE 2019**

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

Council precedes this with a Letter of Expectation which outlines the Council's expectations in respect of the SOIs it will receive.

7. The final SOIs are included in this report for referral to the City Strategy Committee for its approval. As the key accountability document between the Council and the Board of each entity, the approval or support of the SOI is important in confirming the strategic direction and accountability to Council of each organisation.
8. The 2019/20 SOI for Wellington Regional Development Agency Limited will be considered by the Wellington Regional Strategy Committee and provided to this Subcommittee under a separate covering report.
9. The 2019/20 SOI for Wellington Water Limited will be considered by the Wellington Water Committee.

**Discussion**

10. Officers have reviewed the SOI received from each entity and acknowledge that they respond constructively to the comments from this Subcommittee and the City Strategy Committee.
11. Final SOIs are appended to this report.

**Basin Reserve Trust**

12. The Basin Reserve Trust's commitment to opening the ground to public access 24 hours per day and 7 days a week, outside of operational closures, is acknowledged in the SOI.
13. The Trust's SOI confirms it will develop and present a compelling bid to New Zealand Cricket to secure a key hosting role for the ICC Women's World Cup 2021.
14. The Trust has acknowledged the points raised by the City Strategy Committee and will work with Council to support its initiatives for waste minimisation and Council's goals outlined in Te Atakura, The First to Zero Plan.
15. The Trust will also work with Council to address resilience challenges and the SOI responds to the Committee's feedback accordingly.
16. Officers recommend that the Subcommittee recommend that the City Strategy Committee approve the Basin Reserve Trust 2019/20 SOI.

**Karori Sanctuary Trust**

17. The Trust's SOI has been updated with less conservative visitation figures which are now appropriate given its steady run of hosting over 100,000 visitors in each of the past three years.
18. The SOI describes the Trust's commitment to developing a suitable asset management strategy that sets out its long term approach to asset management including key principles and how the Trust will manage its infrastructure going forward.
19. The Trust has acknowledged the points raised by the City Strategy Committee with regard to waste minimisation and Council's goals outlined in Te Atakura, The First to Zero Plan.
20. The Trust will work with Council to address resilience challenges and the SOI responds to the City Strategy Committee feedback accordingly.

**COUNCIL CONTROLLED ORGANISATIONS  
SUBCOMMITTEE**  
5 JUNE 2019

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

21. The Trust has included the forecasted Full Costs to Council as requested and officers recommend that the Subcommittee recommend that the City Strategy Committee approve the Karori Sanctuary Trust 2019/20 SOI.

**Wellington Cable Car Limited**

22. The Company will develop and/or implement a waste plan to contribute to the Regional Waste Management and Minimisation Plan goal of reducing waste to landfill by 1/3. It is also committed to develop further strategies to manage its resilience challenges and is currently focussing its efforts on the tunnels and bridges on its network.
23. The Company will work with Council to identify how it can contribute to Council's goals outlined in Te Atakura, The First to Zero plan.
24. The Company has included the forecasted the Key Performance Indicators as requested and officers recommend that the Subcommittee recommend that the City Strategy Committee approve the Wellington Cable Car Limited 2019/20 SOI.

**Wellington Museums Trust**

25. The Trust's SOI acknowledges the closure of the Central Library and the challenges and opportunities this presents, and commits to working closely with Council and the Library Services Team to support efforts to continue library services while the building is closed.
26. The Trust will work with Council to address resilience challenges in terms of its built assets and the SOI responds to the City Strategy Committee feedback accordingly.
27. The Trust are putting measures in place to reduce its waste output and will work with Council to develop and implement a waste minimisation plan which contributes to Council's goals outlined in Te Atakura, The First to Zero plan.
28. Officers recommend that the Subcommittee recommend that the City Strategy Committee approve the Wellington Museums Trust 2019/20 SOI.

**Wellington Regional Stadium Trust**

29. The Trust is working to increase the seismic resilience of the stadium and the SOI responds to the City Strategy Committee feedback accordingly.
30. The Trust's SOI confirms its commitment to supporting a Regional Waste Management and Minimisation Plan goal of reducing waste to landfill by 1/3<sup>rd</sup> while also developing ways to reduced, recover, recycle or re-use was in all aspects of its business.
31. Officers recommend that the Subcommittee recommend that the City Strategy Committee approve the Wellington Regional Stadium Trust 2019/20 SOI.

**Wellington Zoo Trust**

32. The Trust is working with Council to address resilience challenges in terms of its built assets and the SOI responds to the City Strategy Committee feedback accordingly.
33. The Trust has acknowledged the points raised by the City Strategy Committee with regard to waste minimisation and Council's goals outlined in Te Atakura, The First to Zero plan.

**COUNCIL CONTROLLED ORGANISATIONS  
SUBCOMMITTEE**  
**5 JUNE 2019**

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

- 
34. The Trust has included the forecasted Full Costs to Council as requested.
35. Officers recommend that the Subcommittee recommend that the City Strategy Committee approve the Wellington Zoo Trust 2019/20 SOI.

**Attachments**

- Attachment 1. Basin Reserve Trust 2019/20 Statement of Intent
- Attachment 2. Karori Sanctuary Trust 2019/20 Statement of Intent
- Attachment 3. Wellington Cable Car Ltd 2019/20 Statement of Intent
- Attachment 4. Wellington Museums Trust 2019/20 Statement of Intent
- Attachment 5. Wellington Regional Stadium Trust 2019/20 Statement of Intent
- Attachment 6. Wellington Zoo Trust 2019/20 Statement of Intent

Author	Warwick Hayes, Project Manager Economic & Commercial
Authoriser	Danny McComb, Manager Economic & Commercial

**COUNCIL CONTROLLED ORGANISATIONS**  
**SUBCOMMITTEE**  
5 JUNE 2019**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

---

**SUPPORTING INFORMATION****Engagement and Consultation**

The organisations in this report consult with the Council on a wide range of matters as part of our “no surprises” relationship.

**Treaty of Waitangi considerations**

This report raises no new treaty considerations. Where appropriate the entities do consult with the Council's Treaty Relations unit, and with the Tenth Trust, as part of normal operations.

**Financial implications**

The CCOs work within the context of the Council's overall Long Term Plan and Annual Plan framework.

**Policy and legislative implications**

This report complies with the legislative requirements of the Local Government Act (2002) and is consistent with existing Council policy.

**Risks / legal**

Not applicable.

**Climate Change impact and considerations**

The CCOs work with the Council and other organisations in considering the environmental sustainability of their operations, including with the Council's Our Living City programme.

**Communications Plan**

Not applicable.

**Health and Safety Impact considered**

Not relevant.





## **Basin Reserve Trust**

### **2019-20 Statement of Intent**



Contents

1. Introduction	3
2. Objectives	3
3. 2019-20 Activities	4
4. Performance Targets	7
5. Governance	7
6. Finance	8
7. Additional Compensation	10
8. Appendices	11
• 2019-20 Statement of Financial Performance	



## **1. Introduction**

The iconic Basin Reserve has a rich history. The first game of cricket was played at the Basin on 11 January 1868, making it is the oldest cricket ground in New Zealand. The ground not only hosts cricket games, but sporting fixtures of every variety. It has hosted national events and competitions including VE Day celebrations, Royal Tours, exhibitions, Scout jamborees, concerts and festivals. In 1998, the Basin Reserve was listed as a Heritage Area, becoming the first sports ground to receive such a designation and further enhancing its heritage significance. The Basin is also home to the William Wakefield Memorial that was erected in 1882 and commemorates one of Wellington's founders, William Wakefield.

The Basin Reserve plays a role in assisting Wellington City Council to achieve the recreation and leisure participation aims signalled in the 2018-28 Ten Year Plan and the "Living WELL" Wellington Sport & Active Recreation Strategy. The redevelopment will reposition the Basin as New Zealand's premier cricket venue and help attract national and international events to Wellington.

The Statement of Intent outlines the activities and intentions of the BRT for the period July 2019 to June 2020. It details the BRT's approach to governance and contains financial information, including the annual budget.

## **2. Objectives**

The objectives of the trust are stated in the Trust Deed as agreed between the Wellington City Council and the BRT and are highlighted below:

1. to manage, administer, plan, develop, maintain, promote and operate the Basin Reserve for recreation and leisure activities and for the playing of cricket for the benefit of the inhabitants of Wellington
2. to establish a long-term policy for the further development of the Basin Reserve as a recreational facility and as a facility for the playing of cricket, other sports and as a venue for other community-based activities;
3. to enter into management agreements and other contracts that are necessary or desirable to achieve the objects of the Trust;
4. to promote and co-ordinate the raising of funds to assist the management, administration, maintenance planning, promotion and further development of the Basin Reserve;
5. generally, to do all acts, matters and things that the Trustees consider necessary or conducive to further or attain the objects of the Trust set out above for the benefit of the public of Wellington;
6. to operate as a successful undertaking, managed on a not-for-profit basis;
7. to preserve and enhance the significant and recognised heritage value of the Basin Reserve;
8. to comply with all legislative and regulatory provisions relating to its operation and performance including statutory and general Council objectives for Council controlled organisations, and to acknowledge the Councils contribution where appropriate;

## **3. 2019-20 Activities**

In-line with the objectives of the Trust Deed and in response to Wellington City Councils expectations, the BRT will focus on the following initiatives in 2019-20;



### Redevelopment

The BRT will continue to work with Wellington City Council on the redevelopment of the Basin Reserve and its infrastructure. The planning, design and consenting work for the restoration of the Old Pavilion (commonly known as the Museum Stand) is underway. The Old Pavilion will be seismically strengthened and refurbished so that the 1,000-seat grandstand can be returned to service in February 2020. The building will also provide a base for the New Zealand Cricket Museum and Cricket Wellington administration offices.

The BRT has engaged Philips Lighting and Musco Lighting to provide initial proposals for floodlights at the ground.

The BRT will continue to present the ground to a high standard throughout the year, driving a comprehensive maintenance programme. The trust is also committed to providing access to the ground 24 hours a day (outside of its normal operational closures).

### Sponsorship and Fundraising

The BRT is committed to making a contribution of \$1M towards the Museum Stand project as well as securing the funds required to install replacement floodlights.

The Trust will report on progress each quarter.

### Events and Functions

The Basin Reserve is New Zealand's most used international sporting venues, providing 96 event days, 100 practise days and 25 functions per annum. An overview of the wide range of events that are planned for 2019-20 are outlined below:

#### Community and other Sport Events

21 community events are planned for 2019-20, key events include;

- Rugby and Football - the partnership with Wellington Rugby and Capital Football will continue. During the 2019 winter the Basin will host up to 120 games on junior rugby and girls' junior football
- Athletics – neighbouring schools cross country events and the Scottish Night of Miles will feature again in 2019-20
- Community Cricket – a wide range of community cricket events will be held including the boys and girls Primary School and Secondary School final, Governor Generals XI game and junior cricket field days
- Beers at the Basin – the popular festival that showcases Wellington's craft beer industry will continue to be a summer feature on the Basin's busy event calendar
- Music Concert – the BRT is in discussions regarding hosting a music concert on Wellington Anniversary weekend





#### Functions

The BRT has contracted Black and Gold Events to manage and promote the recently refurbished Norwood Room and Long Room in the RA Vance Stand as a venue for conferences, meetings, weddings, celebrations, Christmas functions or team building workshops. In total, 25 functions are planned for 2019/20.

#### Domestic Cricket

The Basin is the home of Cricket Wellington and the home ground of the Wellington Firebirds in the Plunket Shield, Ford Trophy and Men's Super Smash, as well as the Wellington Blaze in the Hallyburton Johnston Shield and Women's Super Smash. The Basin also accommodates Cricket Wellington development teams. The Basin is planning to host 50 days of cricket events, with 100 days of use planned for the practice facilities.

#### International Cricket

Cricket Wellington aims to secure a blockbuster summer of international cricket matches and is holding discussions with New Zealand Cricket regarding hosting Test Matches vs England in November 2019 and India in February 2020 at the Basin Reserve.

#### ICC Women's World Cup

New Zealand Cricket is hosting the ICC Women's World Cup in February 2021. With a broadcast audience in excess of 180 million people in 2017, 2021 is set to see the worldwide reach of the tournament grow even further with all matches to be broadcast live globally. The Basin Reserve aims to be a key host venue for this tournament and will work with Cricket Wellington and WREDA on a compelling bid document.

#### **Cricket Wellington and The New Zealand Cricket Museum**

The Basin Reserve is the home of Cricket Wellington, the Regional Sports Organisation for cricket in Wellington and the New Zealand Cricket Museum. When the Old Pavilion reopens it will house the administration offices of Cricket Wellington, as well as a new modern Museum that records the history of cricket and tells the story of the Basin.

#### **Wellington Regional Stadium Trust (WRST) Turf Services Partnership**

The BRT will continue to work in partnership with the WRST to ensure that the Basin reserve outfield, wicket blocks and practice wickets. A significant proportion of the operating grant provided to the BRT from Wellington City Council covers the costs associated with the Turf Services Agreement between the BRT and WRST.

#### **William Wakefield Memorial**

The BRT will work with the William Wakefield Memorial Trust to ensure that the William Wakefield Memorial is maintained.

#### **Te Taihū Te Reo Māori Policy**



The BRT will identify ways the Trust can appropriately support Wellington City Councils, Te Taihira Te Reo Māori Policy and Mana whenua.

#### Harassment Policies

The BRT is committed to promoting a safe and harassment-free environment for all staff, contractors and attendees at all sporting fixtures and events. All event terms and conditions of entry to the venue outline the expected behaviours of event goers. Signs promoting a safe environment are displayed on event days and the BRT continues to work with Fiona McNamara (General Manager, Sexual Abuse Prevention Network) to ensure best practise is implemented and staff are provided with the correct training.

#### Other

As a leading CCO, the BRT will work closely with Wellington City Council to support the following initiatives

- Regional Waste Management and Minimisation Plan with the goal of reducing waste to landfill by 1/3 – the BRT will develop a waste plan
- Te Atakua, the First to Zero plan – the BRT will work with WCC to identify how we can continue the goals of this plan
- We will also work with WCC to develop further strategies to manage resilience challenges

### 4. Performance Targets

In-line with Wellington City Councils 2018-28 Ten Year Plan, the BRT aims to deliver the following performance measures for 2019-20:

Measure	2018/19 Forecast	2019-20 Q1	2019-20 Q2	2019-20 Q3	2019-20 Q4	2019-20	2020/21	2021/22
<b>Quarterly Targets</b>								
Community Events Days	20		5	15	1	21	21	21
Cricket Events Days	44	6	23	21		50	50	50
Other Sports Events Days	20	12	1	0	12	25	25	25
Practice facility usage (Days)	104	15	45	40		100	100	100
Functions	31	6	8	5	7	25	25	25
<b>Annual Targets</b>								
Numbers attending events	39,500	--	--	--	--	41,000	41,000	41,000
Event Income (\$)	328,100	--	--	--	--	290,200	263,100	266,700



Measure	2018/19 Forecast	2019-20 Q1	2019-20 Q2	2019-20 Q3	2019-20 Q4	2019-20	2020/21	2021/22
Council Operating Grant <sup>^</sup> (\$)	666,900	---	---	---	---	672,250	683,750	692,400
Cash subsidy (grant) per attendance (\$)	16.88	---	---	---	---	16.50	16.67	16.89

<sup>^</sup> includes turf management fee.

## 5. Governance

The Trust Deed establishes the BRT under the Charitable Trusts Act 1957 for the purposes of managing and administering the Basin Reserve. Wellington City Council has appointed the BRT to manage the Basin Reserve under a Management Deed (relating to the Basin Reserve). These two key documents set out how the BRT will govern the Basin Reserve.

The BRT is governed by a Board comprising four Trustees, two appointed by Cricket Wellington and two by Wellington City Council. The Board meet at least four times a year and appoint subcommittees as it deems appropriate to fulfil its obligations. The Trustees set the strategic direction for the BRT and approve the Statement of Intent and Annual Business Plan. The Trustees monitor the organisational performance and ensure that the Trust has appropriate policies and procedures to mitigate its risks (including compliance with the Health and Safety at Work Act 2015).

### Trust Membership

- Alan Isaac (Chair) (appointed by Wellington City Council)
- Mike Horsley (appointed by Cricket Wellington)
- Councillor Fleur Fitzsimons (appointed by Wellington City Council)
- Mr John Greenwood (appointed by Cricket Wellington)

### Performance Management

The performance of the Trust is measured in part by achievement of agreed KPI's, with regards to operational activities. The Chair of the Board will undertake an annual evaluation of Trustee performance. Further, the individual performance of Trustees is monitored by the Wellington City Council (in respect of the two Council- appointed Trustees), and Cricket Wellington (with regards to the two Cricket Wellington-appointed Trustees).

The Trust acknowledges the need for ongoing professional development opportunities for Trustees and encourages the undertaking of specialist training for identified needs. The Board will, on an annual basis, implement a programme that supports the identified needs. This may include programmes such as that offered by the NZ Institute of Directors (or similar) or specialist knowledge building from appropriate agencies.



## 6. Finance

The budget for 2019-20 has been developed on the basis of breaking even, exclusive of a \$350k capital grant for replacing the turf. The budget is generally conservative and in line with the activity outlined in this document.

### Analysis

The following are the key details and assumptions for the budget that results in a budgeted surplus of \$387,620. Note, this surplus includes receipt of a \$350k grant to renew the turf which is required in the 2020 winter. It's spend is budgeted as capital expenditure.

**Revenue - \$1,392,110**

Revenue	Budget 2018-19	Forecast 2019-20	% Change	Comment
Grants	\$702,086	\$1,025,250	32%	Includes \$350K grant to fund turf renovation
Ground Hire	\$328,100	\$290,200	-13%	Noodle Night markets not held in 2019-20
Other	\$34,000	\$76,500	56%	Increased signage sponsorship secured
Interest	\$160	\$160		N/A
<b>Total</b>	<b>\$1,064,346</b>	<b>\$1,392,110</b>	<b>24%</b>	

**Expenses - \$1,004,490**

The expense side of the budget has been developed based on business as usual and a realistic estimate of the costs associated with operating the BRT.

Expense	Forecast 2018-19	Budget 2019-20	% Change	Comment
Building Expenses	\$41,900	\$48,800	-16%	Inflation adjustments
Ground Expenses	\$371,000	\$391,100	-5%	Inflation adjustments
Occupancy Expenses	\$133,200	\$137,350	-3%	Inflation adjustments
Event Running Expenses	\$162,500	\$175,000	-8%	Reflects costs of increased community events
Administration Expenses	\$111,080	\$116,500	-5%	N/A
Other Expenses	\$39,000	\$7,000	82%	Noodle Night Markets not budgeted
Depreciation Expenses	\$120,000	\$128,650	-7%	Increased capex costs
<b>Total</b>	<b>\$978,680</b>	<b>\$1,004,490</b>	<b>-3%</b>	





#### **Capital Expenditure**

Capital expenditure of \$470K is included within the budget, which includes \$350K turf upgrade.

#### **Cashflow**

Cashflow varies throughout the year as key revenues from grants are received quarterly.

#### **Risks**

The main financial risks are as follows:

- Sponsorship / Signage income may not be secured
- An external grant for the turf renovation may not be secured
- Significantly increased repairs and maintenance are required

#### **Ratio of trustee equity to total assets**

0.89 : 1.00 at 30 June 2020

#### **Estimate of amount intended for distribution**

There is no intention to pay out reserves to stakeholders.

#### **Acquisition procedures**

There is no intention to make any acquisitions.

#### **Estimate of commercial value of stakeholder's investment**

N/A

### **7. Additional Grants**

The BRT will be seeking additional capital grants totalling \$350,000 to replace the Basin Reserve turf.



## Appendices



- Appendix 1 – 2019-20 Statement of Financial Performance

## FORECAST FINANCIAL STATEMENTS

### BASIN RESERVE TRUST

#### STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEARS ENDING

	30 June 2019 Forecast	30 June 2020	30 June 2021	30 June 2022
	\$'s	\$'s	\$'s	\$'s
<b>Revenue</b>				
Council funding	666,900	675,250	683,750	692,400
Grants other	35,186	350,000	30,000	40,000
Sales of goods and services	362,100	366,700	337,100	340,700
Interest revenue	160	160	180	180
<b>Total Revenue</b>	<b>1,064,346</b>	<b>1,392,110</b>	<b>1,051,030</b>	<b>1,073,280</b>
<b>Expenses</b>				
Depreciation of property, plant and equipment	120,000	128,650	173,750	178,750
Costs related to providing goods and services	708,600	752,250	744,650	758,000
Other expenses	150,080	123,590	123,595	129,595
<b>Total Expenses</b>	<b>978,680</b>	<b>1,004,490</b>	<b>1,041,995</b>	<b>1,066,345</b>
<b>Surplus/(Deficit) for the Year</b>	<b>85,666</b>	<b>387,620</b>	<b>9,035</b>	<b>6,935</b>



**BASIN RESERVE TRUST**  
**STATEMENT OF FINANCIAL POSITION AS AT**

	30 June 2019 Forecast	30 June 2020	30 June 2021	30 June 2022
	\$'s	\$'s	\$'s	\$'s
<b>Assets</b>				
<b>Current Assets</b>				
Bank accounts and cash	168,194	183,354	141,434	175,694
Debtors and prepayments	161,360	135,400	210,700	186,880
<b>Total Current Assets</b>	<b>329,554</b>	<b>318,754</b>	<b>352,134</b>	<b>362,574</b>
<b>Non-Current Assets</b>				
Property, plant and equipment	547,749	889,099	895,349	910,349
<b>Total Non-Current Assets</b>	<b>547,749</b>	<b>889,099</b>	<b>895,349</b>	<b>910,349</b>
<b>Total Assets</b>	<b>877,303</b>	<b>1,207,853</b>	<b>1,247,483</b>	<b>1,272,923</b>
<b>Liabilities</b>				
<b>Current Liabilities</b>				
Creditors and accrued expenses	181,103	124,033	154,628	173,133
Income received in advance	10,000	10,000	10,000	10,000
Unearned income				
<b>Total Current Liabilities</b>	<b>191,103</b>	<b>134,033</b>	<b>164,628</b>	<b>183,133</b>
<b>Total Liabilities</b>	<b>191,103</b>	<b>134,033</b>	<b>164,628</b>	<b>183,133</b>
<b>Total Assets less Total Liabilities</b>	<b>686,200</b>	<b>1,073,820</b>	<b>1,082,855</b>	<b>1,089,790</b>
<b>Trust Equity</b>				
Contributed capital	100	100	100	100
Accumulated surpluses	686,100	1,073,720	1,082,755	1,089,690
<b>Total Trust Equity</b>	<b>686,200</b>	<b>1,073,820</b>	<b>1,082,855</b>	<b>1,089,790</b>

**BASIN RESERVE TRUST**  
**STATEMENT OF CASH FLOWS FOR THE YEARS ENDING**

	30 June 2019 Forecast	30 June 2020	30 June 2021	30 June 2022
	\$'s	\$'s	\$'s	\$'s
<b>Cash Flows from Operating Activities:</b>				
Receipts of council funding	646,900	665,600	678,600	674,100
Receipts of grants other	35,186	350,000	30,000	40,000
Receipts from sale of goods and services	345,200	326,700	307,100	325,100
Interest receipts	160	160	180	180
Payments to suppliers and employees	(837,430)	(845,300)	(865,800)	(845,120)
GST (net)	(12,000)	(12,000)	(12,000)	(10,000)
<b>Net Cash Flows from Operating Activities</b>	<b>178,016</b>	<b>485,160</b>	<b>138,080</b>	<b>184,260</b>
<b>Cash Flows from Investing and Financing Activities:</b>				
Payments to acquire property, plant and equipment	(101,300)	(470,000)	(180,000)	(150,000)
<b>Net Cash Flows from Investing and Financing Activities</b>	<b>(101,300)</b>	<b>(470,000)</b>	<b>(180,000)</b>	<b>(150,000)</b>
<b>Net Increase/(Decrease) in Cash for the Year</b>	<b>76,716</b>	<b>15,160</b>	<b>(41,920)</b>	<b>34,260</b>
<b>Add opening bank accounts and cash</b>	<b>91,478</b>	<b>168,194</b>	<b>183,354</b>	<b>141,434</b>
<b>Closing Bank Accounts and Cash</b>	<b>168,194</b>	<b>183,354</b>	<b>141,434</b>	<b>175,694</b>

**BASIN RESERVE TRUST**  
**STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEARS ENDING**

	30 June 2019 Forecast \$'s	30 June 2020 \$'s	30 June 2021 \$'s	30 June 2022 \$'s
<b>Income</b>				
<b>Grant Income</b>				
Grant Wellington City Council	666,900	675,250	683,750	692,400
Grant Other	35,186	350,000	30,000	40,000
	<u>702,086</u>	<u>1,025,250</u>	<u>713,750</u>	<u>732,400</u>
<b>Ground Hire Income</b>				
Ground Hire International Cricket	170,600	170,600	144,100	144,100
Ground Hire Domestic Cricket	62,500	62,500	62,500	62,500
Ground Hire Winter Sports	1,200	3,600	-	3,600
Ground Hire Other Events	93,800	53,500	56,500	56,500
	<u>328,100</u>	<u>290,200</u>	<u>263,100</u>	<u>266,700</u>
<b>Other Income</b>				
Concession Income	32,500	35,000	32,500	32,500
Sponsorship	-	40,000	40,000	40,000
Picket Fence Income	1,500	1,500	1,500	1,500
	<u>34,000</u>	<u>76,500</u>	<u>74,000</u>	<u>74,000</u>
<b>Interest Income</b>				
Interest income	160	160	180	180
<b>Total Income</b>	<u>1,064,346</u>	<u>1,392,110</u>	<u>1,051,030</u>	<u>1,073,280</u>

**BASIN RESERVE TRUST**

**STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEARS ENDING**

	30 June 2019 Forecast \$'s	30 June 2020 \$'s	30 June 2021 \$'s	30 June 2022 \$'s
<b>Expenditure</b>				
<b>Building Expenses</b>				
Repairs & Maintenance	10,000	15,000	17,500	17,500
Cleaning	2,000	2,000	3,000	3,000
Electrical Services	4,000	4,500	5,000	5,000
Fire System	10,000	10,500	11,000	11,500
Painting	2,000	2,000	2,500	3,000
Pest Control	7,600	8,000	8,200	8,500
Plumbing	6,000	6,500	6,500	7,000
Other	300	300	350	350
	<u>41,900</u>	<u>48,800</u>	<u>54,050</u>	<u>55,850</u>
<b>Ground Expenses</b>				
Electrical Services	2,000	3,500	3,500	4,000
Equipment Hire		400	400	500
Cleaning	4,000	4,500	4,500	5,000
Irrigation	1,000	1,200	1,200	1,400
Painting	2,000	2,000	2,500	2,500
Plumbing	5,000	7,500	8,000	8,000
Rubbish Removal	12,000	14,000	15,000	16,000
Structures Repairs & Maintenance	25,000	28,000	28,000	35,000
Turf	320,000	330,000	330,000	330,000
	<u>371,000</u>	<u>391,100</u>	<u>393,100</u>	<u>402,400</u>
<b>Occupancy Expenses</b>				
Gas	7,000	7,500	7,500	8,000
Electricity	24,000	24,500	25,000	25,000
Rates	33,100	34,000	34,500	35,000
Security	13,300	13,600	14,000	14,500
Telephones	6,200	7,350	7,350	7,350
Water Rates	28,000	28,500	28,500	29,000
Television	2,900	3,000	3,100	3,200
Insurance	1,100	1,200	1,250	1,300
Consumables Laundry & Toilet	17,600	17,700	17,800	17,900
	<u>133,200</u>	<u>137,350</u>	<u>139,000</u>	<u>141,250</u>



**BASIN RESERVE TRUST**

**STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEARS ENDING**

	30 June 2019 Forecast \$'s	30 June 2020 \$'s	30 June 2021 \$'s	30 June 2022 \$'s
<b>Expenditure</b>				
<b>Event Running Expenses</b>				
Event Running	145,000	145,000	128,500	128,500
Casual Staff	17,500	30,000	30,000	30,000
	<u>162,500</u>	<u>175,000</u>	<u>158,500</u>	<u>158,500</u>
<b>Administration Expenses</b>				
Audit	14,000	14,500	14,500	15,000
Accounting	12,000	12,000	12,000	12,000
Bank Fees	80	90	95	95
Consultants	15,000	20,000	20,000	25,000
Management Fee	70,000	70,000	70,000	70,000
	<u>111,080</u>	<u>116,590</u>	<u>116,595</u>	<u>122,095</u>
<b>Other Expenses</b>				
Interest Expense	-	-	-	-
Marketing	38,000	6,000	6,000	6,500
Miscellaneous	500	500	500	500
Picket Fence Expenses	500	500	500	500
	<u>39,000</u>	<u>7,000</u>	<u>7,000</u>	<u>7,500</u>
<b>Depreciation Expense</b>				
Depreciation Expense	120,000	128,650	173,750	178,750
	<u>120,000</u>	<u>128,650</u>	<u>173,750</u>	<u>178,750</u>
<b>Total Expenditure</b>	<u>978,680</u>	<u>1,004,490</u>	<u>1,041,995</u>	<u>1,066,345</u>
<b>Net Surplus (Deficit) for the Year</b>	<u>85,666</u>	<u>387,620</u>	<u>9,035</u>	<u>6,935</u>

## Statement of Intent 2019-2020 Karori Sanctuary Trust

Presented to the Environment Committee  
pursuant to Schedule 8 of the Local Government Act (2002)

## Contents

<b>1. Introduction .....</b>	<b>4</b>
<b>2. The Strategic Partnership with Wellington City Council.....</b>	<b>6</b>
2.1 Wellington City Long Term Plan 2018-28 .....	6
2.2 Wellington Towards 2040: Smart Capital .....	7
2.3 Our Natural Capital: Wellington's Biodiversity Strategy .....	7
2.4 Our Capital Spaces Framework.....	8
2.5 Predator Free Wellington .....	8
2.6 The Wellington Regional Economic Growth Agenda.....	8
<b>3. Strategic Direction for 2019/20 and beyond .....</b>	<b>12</b>
<b>4. The nature and scope of our activities in 2019/20.....</b>	<b>13</b>
4.1 Objectives .....	13
4.2 Restoring Te Māra a Tāne and its extending halo of biodiversity .....	13
4.3 Building our organisation's capacity to drive transformation. ....	14
4.4 Creating inspiring, accessible experiences and change through example and shared passion for action.....	16
4.5 Forming strong and enduring local, national and international partnerships based on shared goals.....	17
4.6 Embracing Mātauranga Māori and other knowledge frameworks. ....	19
4.7 Being a hub where people of all ages can learn, create new knowledge and share their insights and understanding .....	20
4.8 Equipping people with experience and skills for a nature-rich future. ....	21
<b>5. Performance Measurements.....</b>	<b>23</b>
5.1 KPI Scorecard 2019/20.....	23
5.2 Non-financial Performance Measures .....	25
5.3 Financial Performance Measures .....	25
5.4 Conservation Measures .....	26
5.5 Conservation Activities .....	27
<b>6. The Karori Sanctuary Trust Board's Approach to Governance.....</b>	<b>28</b>
6.1 The Trust Deed.....	28
6.2 Relationship with Wellington City Council.....	28
6.3 Board Membership .....	29
6.4 Board Performance.....	30
6.5 Annual General Meeting.....	30
<b>7. Organisational Health, Capability and Risk Assessment .....</b>	<b>30</b>
7.1 Organisational Health and Capability .....	30
7.2 Executive Team.....	31
7.3 Environmental Practices .....	31
<b>8. Health and Safety .....</b>	<b>31</b>

8.1 Asset Management Plan .....	32
8.2 Risk Management .....	33
<b>9. Additional Information .....</b>	<b>34</b>
9.1 Response to other specific Letter of Expectation matters (if applicable) .....	34
9.2 Ratio of Shareholders' Funds to Total Assets .....	34
9.3 Estimate of Amount Intended for Distribution.....	34
9.4 Acquisition Procedures .....	34
9.5 Activities for which the Board seeks Compensation from a Local Authority .....	34
9.6 Estimate of Commercial Value of Shareholders' Investment .....	34
<b>Appendices .....</b>	<b>35</b>
Appendix A: Accounting Policies.....	35
Appendix B: ZEALANDIA Budget for 2019/20 .....	39



## 1. Introduction

Since its launch in December 2016, ZEALANDIA's 20-year strategy document, *Living with Nature: Tiaki Taiao, Tiaki Taonga – our strategy for 2016-2035*, remains the key touch-stone document for all our work. It articulates our vision for nature-rich communities where people and nature flourish and the wider Wellington region is internationally recognised as the most nature connected urban area in the world.

As for the 2018/19 Statement of Intent (SOI), this SOI document is structured to reflect our activities and programmes against each of the key strategic themes contained in *Living with Nature*.

ZEALANDIA continues to demonstrate a strong, positive trend in performance across all areas of its operations. The 2017/18 Annual Report provides data from the past 3-5 years and tells a continued story of growth and transformation, as a business and social enterprise, as a leader in conservation and restoration practice, and as a visionary influencer at local, national and international levels.

As always, our continued conservation and restoration work within the sanctuary remains a core element of all we do. In 2018/19 we completed a review and update of the ZEALANDIA Restoration Strategy, looking forward to the next 20 years of restoration work. In 2019/20 we will conduct a similar review of the Valley Management Plan which looks at the maintenance and development of all infrastructure including tracks and trails.

The increasingly strong and expanding reputation of our work in the sanctuary continues to provide ZEALANDIA with extraordinary opportunities for impact and influence 'beyond the fence'. Our Centre for People and Nature (launched in early 2018), the Sanctuary to Sea project, leadership roles in Predator Free Miramar and Predator Free Wellington, and speaking invitations at local and national conferences and events are all examples.

As stated in our introduction to the 2017/18 SOI:

*In all our work, partnerships remain of critical importance and our relationship with Wellington City Council (WCC) is an essential and central component of all our activity as we aim to enhance our contribution to Wellington's reputation as a liveable and living city.*

### Next steps in 2019/20

This SOI documents our plans for how ZEALANDIA will continue to add value to Wellington and meet WCC's goals as set out in the Letter of Expectations. As the majority of ZEALANDIA's work is long-term, many of the approaches and actions articulated in this SOI describe a continuation, or further development, of existing programmes and projects that have been described in previous SOI documents.

ZEALANDIA's strategic and operational direction remains closely aligned with a significant number of the Council's environmentally focussed strategic plans, as we have indicated in section 2 below.

As mentioned above, our conservation and restoration activities in the sanctuary are fundamental to all our work and will continue in 2019/20.

Our close relationship with Predator Free Wellington will continue, including (but not limited to) our formal agreements relating to the leadership of education and research activities.

Our Sanctuary to Sea project is already making significant impact and is an example of a long-term project that will continue to be an important element of our plans year-by-year, contributing to the achievement of many of the Council's objectives.

In a similar vein, the Centre for People and Nature remains a key strategic initiative for ZEALANDIA and the contribution we are able to make to Wellington as a whole.

As in previous years, our work across all levels of education and learning remains one of our core areas of activity and through strong and growing partnerships we will continue to develop and grow opportunities at all levels. Our provision of programmes for lower decile schools will continue to develop, along with other school-age programmes.

Having made important advances in our built environment in 2018/19, we will continue to develop plans for future capital projects to ensure our infrastructure is brought up to standard and is fit-for-purpose and well maintained. As always, we welcome the Council's support in assisting ZEALANDIA in developing and maintaining this fit-for-purpose infrastructure.

As our work continues to attract significant national and international attention, we remain very mindful of the strong partnerships that contribute to the exciting story of transformation we are now able to tell. Through the work outlined in this SOI we will continue to highlight the pivotal role of partnerships and the key strategic relationship with Council.

Phillip Meyer  
Chair, Karori Sanctuary Trust,

Paul Atkins  
Chief Executive, Karori Sanctuary

## 2. The Strategic Partnership with Wellington City Council

Wellington City Council (WCC) remains a key strategic partner of the Trust and we will continue to align our priorities with the Council's strategic direction, and make a strong contribution towards advancing the Council's aims as signalled through a range of strategy documents including the 2018-28 Ten Year Plan. We are a significant contributor to the success of Wellington's Outer Green Belt Management Plan and will continue to work with WCC colleagues to support the delivery of its objectives.

ZEALANDIA's 2017/18 Annual Report highlighted once again our position as a high performing contributor to the liveability of our city and the wider Wellington region, working effectively with partner organisations to drive Wellington's position as a unique natural capital. We are grateful for the City's continuing support for our operations and development.

In 2017/18 we further strengthened our financial position with overall revenue exceeding \$5m for the first time. We also experienced a record number of visitors to ZEALANDIA (132,337) and, combined with the growth in our tours, retail, café sales and overall fundraising, we delivered a year-end net operating surplus (before extraordinary items) of \$174,099. This is the third consecutive year-end surplus. Our financial strength in 2017/18 enabled us to fully repay the Wellington Community Trust loan which supported the building of the ZEALANDIA fence. Overall, in 2017/18 we self-generated more than 83% of the funds required to run ZEALANDIA.

In response to feedback from the City Strategy Committee, during the year we will work with the Council to:

- develop and/or implement a waste plan to contribute to the Regional Waste Management and Minimisation Plan goal of reducing waste to landfill by a third
- identify how we will contribute to the goals outlined in Te Atakura, the First to Zero plan, once it has been finalised.
- develop further strategies to manage resilience.

In 2019/20 we will continue to implement the living wage policy for our employees as required by WCC and anticipate that the Council again will support funding the additional cost associated with this on an ongoing basis.

There are several Council plans and strategy documents to which ZEALANDIA's work is particularly closely aligned, as indicated below. In all our work, ZEALANDIA has paid close attention to recognising the partnership with Council and we will continue to ensure this visibility in 2018/19.

### 2.1 Wellington City Long Term Plan 2018-28

Under its 2018-2028 Ten Year Plan, the Council commits to part fund ZEALANDIA as a conservation visitor attraction. The rationale for this investment is that ZEALANDIA will inform and educate people on the importance of conservation and biodiversity, attract visitors, and restore and protect native flora and fauna.

Amongst Council's outcome indicators in the Ten-Year Plan, those of most relevance for ZEALANDIA are:

- residents' usage of the city's open spaces
- resident engagement in environmental protection and restoration

In terms of the Council's investment in entities which attract significant numbers of visitors, ZEALANDIA's projections are:

	2018-19 forecast	2019-20	2020-21	2021-22
ZEALANDIA visitors	116,914	118,100	119,300	120,500

## 2.2 Wellington Towards 2040: Smart Capital

Wellington's Strategic Vision, "Wellington Towards 2040: Smart Capital" is supported by four goals – people-centred city, connected city, eco-city and dynamic central city. The eco-city goal recognises the importance of Wellington taking an environmental leadership role.

ZEALANDIA makes a significant contribution to the city through not only our unique amenity value, but increasingly as the source of the resurgence of native fauna now being experienced throughout the city and suburbs. Additionally, many of our programmes further the environmental leadership role through, for example:

- Education, teaching and learning
- Research: An integrated programme of multi-disciplinary, long-term research has been developed with multi-organisational inputs. Having launched the ZEALANDIA Centre for People and Nature in mid-2017/18, we are continuing the establishment of the Centre at ZEALANDIA, including the development of a meeting Hub. Through cutting-edge research, educational activity and community engagement we will generate the data, information, knowledge and understanding required to transform how we live well with nature and reshape the places in which we live.

## 2.3 Our Natural Capital: Wellington's Biodiversity Strategy

Wellington's Biodiversity Strategy, completed in 2015, aims to protect and restore the city's indigenous biodiversity. In order to protect indigenous biodiversity Council recognises the need to connect people to it, and to carry out research so it can be better managed.

Council has identified four themes for its work to implement the Biodiversity Strategy:

- We will aim to protect the ecologically significant areas on both private and public land.
- We will restore these areas, create safe buffer zones around them and connect them together. We will reduce pest numbers throughout Wellington City to a point where our native species can survive and expand.
- Throughout the urban environment, we will focus on raising awareness of the issues facing indigenous biodiversity and connecting people to their natural environment.
- We will enable our community to continue restoration work across all our reserves and we will support them in these efforts.



There is an increasing awareness worldwide of the need to protect our natural environment. Wellington is uniquely positioned to grow as a nature capital with ZEALANDIA at its heart as a nature destination and a site for urban ecology research and community learning.

#### 2.4 Our Capital Spaces Framework

The Council's Open Spaces and Recreation Framework for Wellington 2013-23 includes three priorities that are directly relevant to ZEALANDIA:

- Enhancing the Halo project and biodiversity - expand pest management and native planting; and work with partners to deliver the Halo project buffer zone to expand the safe habitats for birds flying in and out of ZEALANDIA.
- Accessible information - Provide on-site signs and information (on paper, online and for mobile devices) that can be accessed by everyone, including people with physical, hearing or sight impairments.
- Partnerships - Help expand partnerships, recognising that partnership requires resourcing from both sides.

Working with Council on these priorities aligns closely with our purpose of restoring our connection with our unique natural heritage, inspiring and enabling people to take action.

#### 2.5 Predator Free Wellington

This joint programme between Wellington City Council, Greater Wellington Regional Council, and the NEXT Foundation aims to create the world's first predator-free capital city. The first key project will involve the eradication of rats from Miramar peninsula, a major pioneering project and the first of its kind in an urban centre in New Zealand.

ZEALANDIA carries two leadership roles in this project; coordination of the research programme, and coordination and delivery of the schools programme. Leadership of the research programme involves coordinating social and ecological research across universities and Manaaki Whenua Landcare Research, a role which began in 2017/18 and will continue to grow into 2018/2019 as key milestones for the Predator Free Wellington programme are reached.

ZEALANDIA also successfully developed and delivered a pilot Predator Free Wellington Schools programme in 2017/18, which has been extended and expanded into a two-year programme until October 2020. The expanded programme involves ZEALANDIA educators working with Miramar Peninsula schools to take conservation action in their own environments and build their connection and engagement with a nature-rich future.

#### 2.6 The Wellington Regional Economic Growth Agenda

WREDA's vision for Wellington is that, by 2025, Wellington will be the most prosperous, liveable and vibrant region in Australasia.

Tourism is an important contributor to economic growth in Wellington and New Zealand. Wellington has a strong domestic tourism market with 75% of visitors to the city coming from other parts of New Zealand. Domestic visitors typically cite their reasons for travel as for a specific event, business or to have an urban experience.


ZEALANDIA works closely with the relevant agencies in Wellington to position itself firmly at the centre of the tourist trail in the city. In 2017/18 ZEALANDIA:

- Attracted over 132,000 visitors to the sanctuary.
- Featured consistently in the top 10 Wellington tourist attraction by Trip Advisor and as a key destination for international visitors coming to Wellington.


The Wellington Regional Economic Development Agency (WREDA) remains a key strategic partner and in 2019/20 we will continue to advance this increasingly close relationship.

Summary of achievements in 2017/18


# Some highlights of the year



**Social  
Capital**




**Environmental  
Capital**




Aerial view of the valley. Photo credit: Roo Sulsted.

Our whole-of-catchment urban restoration project, Sanctuary to Sea - Kia Mauriora te Kaiwharawhara, is bringing together community groups, schools, and companies in a shared vision for the restoration of the entire Kaiwharawhara catchment. This water catchment is of regional significance and the restoration model we are developing could offer an important approach for other catchments around the country in future years.



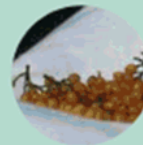
His Excellency Frank-Walter Steinmeyer, the President of Germany visited with his wife in November. Photo credit: Tessa Sinclair.

We have welcomed ever greater numbers of international visitors year-by-year. This year, close to 53,000 international visitors experienced ZEALANDIA and learned about the importance of the natural world and how, here in Wellington, we are modelling ways of integrating the natural world into places where people live. We work closely with various arms of government including the Visits and Ceremonial Office to provide a unique and memorable experience for the many guests of government who now request a visit to ZEALANDIA to be included in their itinerary.



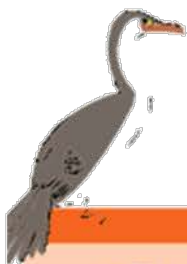




Our new ambassador takahē Orbell ventures out of his introductory enclosure. Photo credit: Lynn Freeman.

This year the Department of Conservation's Takahē Recovery Programme worked with us to coordinate the translocation of a pair of takahē from Mana Island. Nio and Orbell were welcomed to ZEALANDIA by mana whenua Taranaki Whānui, and farewelled from Mana Island by the Friends of Mana Island and Ngāti Toa. Takahē are a key species that people can see at ZEALANDIA. These birds are still within breeding age, so we are hopeful for a successful nesting attempt in 2018/19. This will even further enhance the contribution of ZEALANDIA to the conservation of this precious taonga.



Green mistletoe (*Ileostylus micranthus*) was translocated into Te Māra a Tāne this year after a host tree in the Hutt valley died and was threatening the existence of a specimen of this semi-parasitic plant attached to it. This is an example of a project involving a range of partner organisations including Ngā Manu, the Botanical Society, Greater Wellington Regional Council, Forest & Bird, and Otari-Wilton's Bush.

## Some highlights of the year

Human Capital		Financial Capital	
  <p>Open Weekend held in May. Photo credit: Pete Monk.</p> <p>Open Weekend 2018, held in May, was the biggest yet, with over 8,000 people visiting ZEALANDIA over the two days. The planning and coordination by a large team of staff and volunteers was a great example of the ZEALANDIA whānau working together to deliver a successful event that saw large numbers of first-time visitors to the sanctuary having a wonderful experience.</p> <p>We are grateful for our partnership with Wellington Zoo in this popular Open Weekend event each year.</p>	 <p>ZEALANDIA staff volunteering in the valley. Photo credit: ZEALANDIA.</p> <p>This year we launched a new volunteering initiative for all ZEALANDIA staff, giving any staff member the opportunity to develop their skills in, and understanding of, conservation and restoration approaches, and specifically of the species in Te Māra a Tāne. Staff wishing to participate spend a day in the sanctuary working under expert guidance on a restoration project. This year the focus was on the restoration of our upper dam wetland and proved to be very popular with all involved.</p>	 <p>Minister Megan Woods, Paul Atkins, and Andrew Gaseley. Photo credit: EEOA.</p> <p>Through an important partnership with Meridian Energy, and a grant from EEOA's Low Emission Vehicles Contestable Fund, we have purchased two new fully electric minibuses to replace the ageing diesel minibus. These will operate 364 days a year as a free shuttle service between ZEALANDIA and the city centre, providing an outstanding example of the use of EV technology for passenger minibus applications – a first in New Zealand.</p>	 <p>Lower lake. Photo credit: ZEALANDIA.</p> <p>The professional and prudent management of budgets has resulted in ZEALANDIA delivering a third consecutive year-end net operating surplus (before extraordinary items), and building a healthy balance of working capital. This represents an increase of 40% over the previous year-end balance.</p> <p>This is of considerable significance in demonstrating the sustainability of our organisation, and enabling ZEALANDIA to reinvest our own capital in key areas of priority.</p>



### 3. Strategic Direction for 2019/20 and beyond

ZEALANDIA's 20-year strategy, Living with Nature: Our strategy for 2016-2035 / Tiaki Taiao, Tiaki Tangata: Te Rautaki 2016-2035, was published in 2016 and we continue to drive all our activity and programmes in support of the key themes as below:



#### 4. The nature and scope of our activities in 2019/20

The following sections set-out our high-level objectives, scope of business, key performance indicators and the budget for 2019/20. It is supported by the ZEALANDIA business plan for 2019/20 and a range of other operational plans that are approved by the Board from time to time.

The KPI Scorecard (section 5.1) brings together a set of Key Performance Indicators to enable ZEALANDIA management, the Trust Board and WCC to focus on the most important measures of success for 2019/20.

##### 4.1 Objectives

The 2019/20 work programme is presented in the following sections, grouped according to our key objectives:

- Restoring Te Māra a Tāne and its extending halo of biodiversity.
- Building our organisation's capacity to drive transformation.
- Creating inspiring, accessible experiences.
- Forming strong and enduring local, national and international partnerships based on shared goals.
- Embracing Mātauranga Māori and other knowledge frameworks.
- Being a hub where people of all ages can learn, create new knowledge and share their insights and understanding.
- Equipping people with experience and skills for a nature-rich future.

##### 4.2 Restoring Te Māra a Tāne and its extending halo of biodiversity

The conservation and restoration activities in the sanctuary continue to be central to all our work. As set out in our draft ZEALANDIA Te Māra a Tāne Māra a Tāne Conservation and Restoration Strategy, this work involves restoring our wetlands, managing threats to species, and working beyond the fence to create safe places for wildlife.

##### Current (ongoing) programmes

- Maintain the perimeter fence so that it ensures the area within the fence is secure from mammalian threats.
- Undertake effective monitoring and management of threats (plant and animal pests).
- Manage and monitor indigenous plants and animals, especially those recently transferred to the sanctuary or requiring support, for example, through provision of supplementary food or nest boxes.
- Manage the welfare of species held in captivity to ensure successful breeding outcomes where appropriate.
- Support nationally and locally led species recovery programmes and restoration work where possible.

#### Strategic Initiatives

- Continue to grow the Sanctuary to Sea project through the development and implementation of a three-year strategic plan.
- Carry out perch removal in the lower lake.
- Establish a cultural health monitoring programme with mana whenua.

#### Key performance indicators 2019/20

- Lower lake perch removal completed, pending appropriate weather conditions.
- Mana whenua beginning active monitoring in the sanctuary.
- A minimum of 10 community groups active in restoring the Kaiwharawhara catchment.

#### 4.3 Building our organisation's capacity to drive transformation.

Careful financial management has allowed us to build a healthy and appropriate working capital balance of \$1,167,000 as at 30 June 2018, representing an increase of 49% from the previous year's position of \$782,000. We will continue to manage an appropriate level of working capital to enable us to reinvest in crucial projects including the Centre for People and Nature, and other strategically important investments across the organisation. Overall our balance sheet position is healthy not wealthy.

In November 2018 we moved into our new staff building, named Pukeahu House (formerly the Brierley Pavilion). Pukeahu House provides essential office space for our people and is already transforming our work environment.

With work starting in 2018/19, we aim to create a purpose-built Hub for the Centre for People and Nature, named Tanglewood House, that meets the future needs of our people working in the generation of new knowledge across conservation, education, research, volunteering, and all aspects of community engagement. Tanglewood House will create a vibrant and value-adding hub for our people and everyone engaged with our knowledge generation programmes, and will be a physical manifestation of ZEALANDIA's Centre for People and Nature

In 2018/19 we completed the implementation of a major IT project that included moving our document management system to the cloud and upgrading our computers to Windows 10. This project has future-proofed our IT system by removing our dependence on an ageing and high-cost server, as well as enabling significantly greater flexibility in the way we work, with staff now able to access our system from anywhere in the world

We are already an internationally recognised, world-class site, as indicated by our success in attracting increasing numbers of visitors, volunteers, researchers and interns, and the next 10 years will see us driving hard to become an exemplar of a fully integrated, world leading conservation organisation offering outstanding opportunities for cutting-edge research, education, visitor experience, interpretation and outreach.

We will build our continuous improvement culture which has been pivotal in driving recent successes. Investing in staff development (including our volunteers and interns), and providing tools and infrastructure which allows the teams organisation-wide to evolve and optimise best practice will be key in our long-term sustainable development. As a lean organisation, the teams

will also endeavour to maximise the partnerships which offer win-win opportunities for all those involved.

#### **Current programmes**

We will:

- Continue to develop plans to utilise the Visitor Centre and our other buildings to maximum effect to support visitors, and our research and education programmes, our visitor experiences, our strategic partnerships, and our commercial activities.
- Establish new avenues for people to volunteer
- Invest in the professional development of our people.
- Maintain volunteer satisfaction with their experience at ZEALANDIA
- Measure staff satisfaction through our engagement survey

#### **Strategic Initiatives**

- Develop smart initiatives to grow our people (staff, volunteers and interns), support systems and enduring financial vitality.
- Maintain our Carbon Zero accreditation.
- Deliver good sustainability practices across the whole of the organisation
- Continue to identify and implement opportunities to reduce waste through initiatives to reduce, reuse and recycle and to reduce our carbon footprint.
- Glaze in the Rata Café balcony through a WCC funded capital project to improve café utilisation and create a year-round space suitable for corporate and community functions and events.
- Continually improve our IT systems to ensure they are fit for purpose, so we can operate efficiently and effectively including on digital platforms

#### **Key performance measures/indicators 2019/20**

- A net surplus before depreciation and tax of \$331,100
- Non-WCC grant revenues equating to >75% of overall income
- 11,000 members
- Membership subscriptions of \$318,300
- Full cost per visitor (including WCC costs) \$14.95
- Average WCC subsidy per visitor of no more than \$8.54
- Average revenue per visitor of no less than \$26.74
- Non-Council Donations/Funding of \$275,000
- Maintain > 470 volunteers, with the establishment of new avenues for people to volunteer
- > 80% of volunteers are satisfied with their relationship with ZEALANDIA



#### **4.4 Creating inspiring, accessible experiences and change through example and shared passion for action.**

We want all our audiences to engage and connect with nature, whether they are members, volunteers, partners or visitors. We will continue to develop the range of experiences that we can offer to meet the needs of all our audiences. By giving visitors an experience of robust and healthy native wildlife within an urban setting, they are more likely to value the work that we do, take action in their own environments, and act as ambassadors for our message. In 2018 we successfully piloted a tactile tour for those with vision impairments and will now expand this into our regular scheduled public programmes for those with a range of disabilities. Our goal is that all visitors have opportunities to experience ZEALANDIA regardless of accessibility needs.

In 2019/20, day and night tours will continue to be a key focus for enriching visitor experience. ZEALANDIA's tours provide visitors with a deeper understanding of our native flora and fauna and our cultural history. This year we will continue the development of our products by introducing a greater te ao Māori perspective into our tours.

##### **Current programmes**

- Provide experiences that increase people's understanding of New Zealand's natural heritage, and conservation challenges and successes here and elsewhere.
- Reshape and expand our communications channels to actively support our conservation and research programmes, visitor experiences, programmes, partnerships and audience impacts
- Provide regular events and activities that enrich visitors' connection with conservation and a nature-rich future
- Provide high quality volunteering experiences that increase our connections and engagement with the community.
- Provide a diverse range of experiences for members and volunteers; researchers and academics; community and corporate groups; local Wellingtonians; and visitors from across New Zealand and other countries (both independent travellers, and those on tours and cruise ships).
- Work in partnership with Be.Accessible and through a process of continuous improvement make ZEALANDIA as accessible as possible to any visitor regardless of ability.
- We will continue to provide high quality commercial services that connect visitors with nature through:
  - Highly attractive visitor experiences
  - Premium and custom tours
  - Annual membership
  - Exhibitions and events

#### **Strategic Initiatives**

- Continue development and delivery of signage and interpretation upgrades alongside overall visitor experience planning.
- Continue to develop and grow activities and experiences for young people and families
- Continue to grow our range of programmes and offerings to reach a wider cross-section of Wellington's diverse communities
- Increase engagement opportunities for those with differing accessibility needs
- Develop new tours experiences that enable visitors to build a deeper understanding of our conservation and restoration activities, and our natural heritage.
- Participate in the Council's review of the Leisure Card programme with the aim to improve accessibility to ZEALANDIA when price might otherwise be a barrier, subject to operational and commercial considerations.

#### **Key performance measures/indicators 2019/20**

- Visitor numbers – 118,100 separate visitations with breakdown of visitor demographics
- 8,800 education visitors
- Visitor experience – ZEALANDIA achieves a satisfied visitor rating of 95% or greater
- Continue to improve accessibility and achieve Be.Accessible Gold rating.

#### **4.5 Forming strong and enduring local, national and international partnerships based on shared goals.**

ZEALANDIA works increasingly closely to mutual benefit with a wide range of partners, with Wellington City Council being a key strategic partner alongside close partnerships with other organisations such as Greater Wellington Regional Council and the Department of Conservation. We also have strong and enduring relationships with Victoria University of Wellington, Taranaki Whānui, University of Waikato, Wellington Water, Wellington Zoo, Otari Wilton's Bush, other Wellington CCO's, the Tenth's Trust, other mainland sanctuaries, and many others.

Integrating our plans with the vision and plans of others is essential to the achievement of our vision.

#### **Current programmes**

- We will continue to recognise the strategic priorities of the Council as an important part of the strategic context for ZEALANDIA, and to align our strategies and priorities closely with those of the Council (see Section 2: The Strategic Partnership with Wellington City Council).
- We will continue to recognise the central importance of our members and volunteers and provide opportunities for them to contribute to, and benefit from, a close relationship with ZEALANDIA.

- We will continue to work with key partners and grow the community involvement for the delivery of our Sanctuary to Sea project.
- We will continue to engage with our neighbours in the local community, and the wider Wellington community, to seek and foster community support for ZEALANDIA, and encourage participation in our activities.
- We will continue to provide support to the Karori Predator Free community (KAKA) and those working to restore Birdwood Reserve.
- We will continue to work closely with our many research partners to develop evidence-based practice across our organisation and further afield.

#### **Strategic Initiatives**

- We will identify key ways through which our partnership with Wellington City Council can deliver greater gains for biodiversity across the region.
- We will grow our leadership roles in Predator Free Wellington, contributing to the delivery of school-based programmes in Miramar and through leading research coordination.
- We will participate in international research gatherings (e.g. conferences) to share our knowledge and solidify partnerships.
- We will continue to liaise with all our CCO colleagues and especially with Experience Wellington and The Cable Car to contribute where possible to further improving the overall experience in the Kelburn precinct at the top of the cable car.

#### **Key performance indicators**

- Delivery of education programmes as agreed as part of the Predator Free Wellington partnership.
- Research coordination for Predator Free Wellington as developed and agreed.
- Identification and delivery of a range of avenues for communicating our learnings to other sanctuaries and other conservation/restoration initiatives
- A growing number of partnerships and programmes that enable us to work with and through others in community restoration projects.
- Participation in an increasing number of events (eg conferences, workshops, speaking engagements) that enable the broader communication of our knowledge for use in other locations.

**4.6 Embracing Mātauranga Māori and other knowledge frameworks.**

We will continue to grow our relationship with mana whenua, Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira as key strategic partners and maintain existing and build new partnerships with the many iwi who maintain kaitiakitanga for the species that have now found a home in the sanctuary. We are proud to be working with such important partners as we continue to integrate mātauranga Māori into our restoration, conservation and 'beyond the fence' work. Our goal for 2019/20 is to continue to increase organisational capacity in te reo and tikanga Māori and develop and deliver public content and activities that bring a Māori world view into ZEALANDIA's work. This work will enable ZEALANDIA to more effectively increase engagement with Māori audiences, as well as invite all ZEALANDIA's visitors to learn more about the Māori world.

This work will support the delivery of the Council's Te Tauihu Te Reo Māori policy. Our goal is that our staff, volunteers and visitors understand the importance of te reo Māori and feel supported in learning and using it.

**Current programmes**

- We will continue to plan and action activities aimed at increasing competency and capability amongst staff and volunteers, including te reo sessions, a waiata group, and targeted training opportunities.
- We will continue our ongoing and growing iwi engagement work including consultation on our conservation and restoration strategies and key restoration activities (eg. species translocations).
- We will continue to work with mana whenua to develop a cultural health indicator project.
- We will continue to grow the accessibility of ZEALANDIA to mana whenua through special membership rates, and engagement with ZEALANDIA through mana whenua involvement in the development of public programmes and activities.

**Strategic Initiatives**

- Continue to grow and integrate Mātauranga Māori perspectives into all elements of ZEALANDIA project and programme development processes.
- Develop and grow relationships that enable closer partnerships with iwi and integration of Mātauranga Māori.
- Develop and deliver public programmes and initiatives that increase connection to te ao Māori
- Develop and deliver learning opportunities for staff and volunteers to increase their capacity and capability in te reo Māori and te ao Māori
- Increase bilingual content in signage and interpretation materials



**Key performance indicators for 2019/20**

- Improved visitor experience through new public programmes and activities for Matariki and Māori Language Week 2019
- Delivery of activities and opportunities for staff and volunteers to increase their knowledge and confidence in te ao Māori.
- Bilingual content incorporated in all new signage and interpretation materials developed.

**4.7 Being a hub where people of all ages can learn, create new knowledge and share their insights and understanding**

The establishment of the Centre for People and Nature provides an overarching structure for the further enhancement of all aspects of our work relating to knowledge creation.

Our programme of research has grown significantly over the past year, with ZEALANDIA researchers publishing a number of articles while also supporting people from other organisations in generating new knowledge. This year key focus will be the Centre for People and Nature, which now has funding for a physical hub and is growing in terms of content and influence. The key focus of this Centre will be generating the knowledge to support a nature rich future. This includes interdisciplinary research and discovery to inform policy, business, and conservation management.

We continue to expand our engagement with schools by enabling them to experience ZEALANDIA's variety of ecosystems and species, empowering them to explore the wildlife in their own environments, and by helping them to understand the steps needed to start their own backyard or community restorations.

**Current programmes**

- Deliver education programmes to schools under our LEOTC contract with the Ministry of Education
- Deliver in-school and sanctuary nature connection programmes for low decile and low engagement schools
- Carry out enrichment opportunities through school holiday activities for young people and their families
- Deliver seminars and other opportunities for Wellingtonians to engage with developing knowledge in nature-rich cities.
- Provide school-based programmes to Miramar schools as a partner in Predator Free Wellington.
- Provide schools and individuals with information and resources that enable them to learn about and actively contribute towards nature-rich communities.

- Undertake and support research that will increase our understanding about the flora, fauna, and the habitats and ecological processes that threaten or sustain them, and that can inform and benefit restoration initiatives elsewhere in New Zealand.
- Create a supportive environment for staff, volunteers and researchers to ensure research and learning are encouraged and embraced.

#### Strategic Initiatives

- Implement a communications strategy to grow the impact of the Centre for People and Nature.
- Carry out research focussed on understanding how changes to Wellington's biodiversity is affecting people.
- Raise funds to support and expand our formal and informal education programmes, with a focus on opportunities for those less able to access conservation experiences and learning.

#### Key performance measures/indicators 2019/20

- Research programme on the relationship between people and nature in Wellington underway.
- Maintain (and grow where possible) the number of peer-reviewed science publications emerging from the ZEALANDIA team.
- Deliver agreed school-based conservation education in Wellington as part of the Predator Free Wellington partnership.
- Continue to deliver valley-based and outreach programmes under our Ministry of Education LEOTC contract
- Continue to expand the range of programmes and activities offered to schools
- Continue to expand the range of activities for children, young people and families during school holiday periods
- Continue to grow the number of school holiday programmes visiting ZEALANDIA

#### 4.8 Equipping people with experience and skills for a nature-rich future.

As birdlife spills beyond ZEALANDIA's fences and backyard wildlife flourishes in Wellington, we will continue to be a place where people learn about nature and what can be achieved with a successful restoration programme, and work with and through other groups to expand community knowledge and conservation action.

We work with Wellington City Council, Predator Free Wellington and other community groups to educate and inform about creating nature-rich and pest-controlled areas, thereby creating safer areas for native wildlife. Our goal is that Wellingtonians value our nature-rich environment and take active steps to protect and support it, and that visitors are inspired to take positive action in their own backyards.

We will continue to develop the initiatives and programmes begun in 2017/18. Through volunteering opportunities, public programmes and workshops, the public will be offered opportunities to learn how to minimise backyard threats and provide safe habitat for native biodiversity, learn from and participate in research projects, connect with community restoration and environmental groups, and learn new skills in restoration and sustainability.

#### **Current programmes**

- Provide education experiences, tour products, visitor experiences and public programmes that help people understand and value New Zealand's natural heritage, and conservation challenges and successes.
- Provide high quality volunteering experiences that increase our connections and engagement with the community.
- Provide an annual programme of events and workshops on conservation, restoration and environmental topics.

#### **Strategic initiatives**

- Develop a long-term visitor experience plan aligned with the restoration and valley management plans.
- Provide learning and development opportunities for volunteers that are applicable both inside and outside the sanctuary.
- Increase the diversity of ZEALANDIA's partners and volunteers by working with and through a wider variety of community organisations.
- Develop and deliver visitor programmes and events that appeal to both current and potential new audiences.

#### **Key performance indicators for 2019/20**

- Long-term visitor experience plan developed and implemented
- Diversity of learning opportunities and programmes offered to volunteers increased.
- Programmes and events that enable a wider diversity of people to engage with ZEALANDIA developed and delivered
- Signage and interpretation within the sanctuary continued to be upgraded as funding allows.

## 5. Performance Measurements

### 5.1 KPI Scorecard 2019/20

<b>Restoring Te Māra a Tāne and its extending halo of biodiversity (4.2)</b> <ul style="list-style-type: none"> <li>Lower lake perch removal completed, pending appropriate weather conditions.</li> <li>Mana whenua beginning active monitoring in the sanctuary.</li> <li>A minimum of 10 community groups active in restoring the Kaiwharawhara catchment.</li> </ul>	<b>Building our organisation's capacity to drive transformation (4.3)</b> <ul style="list-style-type: none"> <li>A net surplus before depreciation and tax of \$331,100</li> <li>Non-WCC grant revenues equating to &gt;75% of overall income</li> <li>11,000 members</li> <li>Membership subscriptions \$318,300</li> <li>Full cost per visitor (including WCC costs) \$14.95</li> <li>Average WCC subsidy per visitor \$8.54</li> <li>Average revenue per visit \$26.74</li> <li>Non-Council Donations/Funding \$275,000</li> <li>Maintain &gt; 470 volunteers, with the establishment of new avenues for people to volunteer</li> <li>&gt; 80% of volunteers are satisfied with their relationship with ZEALANDIA</li> </ul>
<b>Creating inspiring, accessible experiences and change through example and shared passion for action (4.4)</b> <ul style="list-style-type: none"> <li>Visitor numbers – 118,100 separate visitations with breakdown of visitor demographics</li> <li>8,800 education visitors</li> <li>Visitor experience – ZEALANDIA achieves a satisfied visitor rating of 95% or greater</li> </ul> <p>Continue to improve accessibility and achieve Be.Accessible Gold rating.</p>	<b>Forming strong and enduring local, national and international partnerships based on shared goals (4.5)</b> <ul style="list-style-type: none"> <li>Delivery of education programmes as part of the Predator Free Wellington partnership.</li> <li>Lead the research coordination for Predator Free Wellington.</li> <li>Identify the range of avenues available for communicating our learnings to other sanctuaries and other conservation/restoration initiatives</li> <li>Continue to grow partnerships and programmes that enable us to work with and through others in community restoration projects.</li> <li>Support the ZEALANDIA team in giving talks and participating in other initiatives such as workshops that enable the broader communication of our knowledge for use in other locations</li> </ul>



<p><b>Embracing Mātauranga Māori and other knowledge frameworks (4.6)</b></p> <ul style="list-style-type: none"> <li>▪ Improve visitor experience through new public programmes and activities for Matariki and Māori Language Week 2019</li> <li>▪ Delivery of activities and opportunities for staff and volunteers to increase their knowledge and confidence in te ao Māori.</li> <li>▪ Incorporate bilingual content in all new signage and interpretation materials developed.</li> </ul>	<p><b>Being a hub where people of all ages can learn, create new knowledge and share their insights and understanding (4.7)</b></p> <ul style="list-style-type: none"> <li>▪ Research programme on the relationship between people and nature in Wellington underway.</li> <li>▪ Maintain (and grow where possible) the number of peer-reviewed science publications emerging from the ZEALANDIA team.</li> <li>▪ Deliver agreed school-based conservation education in Wellington as part of the Predator Free Wellington partnership.</li> <li>▪ Continue to deliver valley-based and outreach programmes under our Ministry of Education LEOTC contract</li> <li>▪ Continue to expand the range of programmes and activities offered to schools</li> <li>▪ Continue to expand the range of activities for children, young people and families during school holiday periods</li> <li>▪ Continue to grow the number of school holiday programmes visiting ZEALANDIA</li> </ul>
<p><b>Equipping people with experience and skills for a nature-rich future (4.8)</b></p> <ul style="list-style-type: none"> <li>▪ Develop and implement a long-term visitor experience plan.</li> <li>▪ Increase the diversity of learning opportunities and programmes offered to volunteers.</li> <li>▪ Develop and deliver programmes and events that enable a wider diversity of people to engage with ZEALANDIA</li> <li>▪ Continue to improve signage and interpretation within the sanctuary as funding allows.</li> </ul>	

### 5.2 Non-financial Performance Measures

Measure	2018-19 forecast	2019-20	2020-21	2021-22
Visitation	116,914	118,100	119,300	120,500
Members (Individuals)	11,245	11,000	11,200	11,400
Volunteers	>450	>470	>490	>510
Percentage of Satisfied Visitors	>95%	>95%	>95%	>95%

Measure	2018-19 forecast	Q1	Q2	Q3	Q4	2019-20	2020-21	2021-22
Visitation	116,914	17,028	38,300	38,919	23,853	118,100	119,300	120,500
Education visits <sup>1</sup>	8,722	1,882	3,468	1,216	2,234	8,800	8,800	8,800

<sup>1</sup> (LEOTC, tertiary, early childhood, school holiday programme, and outreach)

In the Quarterly Performance Reports for the Council we will provide:

- Geographic information on visitors to ZEALANDIA.
- A summary of visitor satisfaction metrics and comments from GetSmart online survey forms, TripAdvisor feedback and information from any internal customer satisfaction surveys.

### 5.3 Financial Performance Measures

Measure	2018-19 forecast	2019-20	2020-21	2021-22
Full cost per visitor (including WCC costs)	\$12.80	\$14.95	\$15.29	\$15.63
Average subsidy per visit (total WCC operating grant/all visitors)	\$8.80	\$8.54	\$8.28	\$7.99
Average revenue per visit (excludes Council & Government grants)	\$26.48	\$26.74	\$27.01	\$27.28
Non-Council Donations/Funding	\$324,865	\$275,000	\$280,000	\$285,000

#### 5.4 Conservation Measures

Measure	2018-19 Forecast	2019-20	2020-21	2021-22	Explanation
<b>Restore missing species to the wild in accordance with the Conservation and Restoration Strategy</b>					
% transferred animal species regarded as self-sustaining	70%	70%	70%	65%	14/20 species regarded as self-sustaining (assuming ongoing current management); 2 transfers failed (tomtit, weka) and 2 (bellbird, Long-fin eels) not regarded as self-sustaining and 2 kākahi are recently transferred.  Note: it usually takes several breeding seasons before a transfer can be regarded as self-sustaining (successful breeding, population stable or increasing) so % will reduce with new transfers eg to 70% (14/20) after a transfer in 2019/20
Number of fauna species transferred, released or 'topped up'	2	0	1	1	Transfers could include the release of Wellington barking gecko, and a top up of tieke. Note: Transfers also undertaken in these years to Cape Sanctuary (kaka).
<b>Maintain or improve the population status of nationally threatened species present</b>					
# threatened fauna species present and breeding successfully	4	4	4	4	Hihi, Maud Island frog; Cook Strait Giant Weta; tuatara; excludes takahē held primarily or temporarily for advocacy purposes
<b>Manage species held for captive breeding purposes to ensure they remain healthy and breed successfully</b>					
# species breeding in captivity	2	2	1	1	Maud Island frogs and barking geckos. The number will reduce to 1 if we are able to progress to releasing the barking geckos.
<b>Monitor animal pest status, control mice and successfully respond to any incursions</b>					

Measure	2018-19 Forecast	2019-20	2020-21	2021-22	Explanation
Mice maintained to target level	<10	<10	<10	<10	The figure gives an abundance index based on the average abundance/100 corrected trap nights
% pest animal incursions successfully eradicated	100%	100%	100%	100%	Assumes any incursions successfully eradicated
<b>Monitor plan pest status and reduce distribution of environmental weeds (currently 123) within and near the perimeter fence</b>					
# pest plant species actively controlled or surveyed	52	44	44	44	44 environmental weeds identified as priorities
# pest plant species where control has achieved a decline to low levels of infestation in the sanctuary	120	53	53	53	Control also undertaken outside the perimeter fence for key species to improve feasibility of ongoing suppression inside the fence

### 5.5 Conservation Activities

Activities [note, some activities are dependent on successful permits and translocation operations]	2019-20	2020-21	2021-22
<b>Begin restoration of the lower valley streams, wetland and lake</b>			
- initiate development and agreement of an overarching multifaceted strategic plan	Update	Update	Update
- Research underway according to a research plan	Ongoing	Ongoing	Ongoing
- Obtain necessary permits	Complete		
- Implementation of plans	Ongoing	Ongoing	Ongoing
<b>Translocations</b>			
Wellington green gecko		Implement	
Tieke/saddleback			Implement
Activities	2019-20	2020-21	2021-22
<b>Post-release monitoring for translocated species</b>			
Spotted skink monitoring	Ongoing	Complete	
Kākahī (freshwater mussel, depending on completion of 2018 translocation)	Ongoing	Ongoing	
<i>Bracyglottis kirkii</i> var. <i>kirkii</i>	Ongoing	Ongoing	



Green mistletoe	Ongoing	Ongoing	Ongoing
Titipounamu (rifleman)	Ongoing	Ongoing	Ongoing

## 6. The Karori Sanctuary Trust Board's Approach to Governance

### 6.1 The Trust Deed

The Karori Sanctuary Trust (the Trust) is an incorporated society that is governed by a Trust Deed, first executed in 1995 and most recently updated in October 2016.

We operate as a not-for profit organisation, a social enterprise, seeking to do public good by operating in a way that follows sound commercial disciplines.

As set out in our Trust Deed, the objects of the Trust are as follows:

- To carry out education and research into all matters pertaining to the conservation and restoration of New Zealand's natural heritage and in particular to restore representative examples of New Zealand's natural heritage.
- To establish and maintain a secure native wildlife sanctuary in the Karori Reservoir in the City of Wellington.
- To restore the reservoir area ecosystem as closely as practicable to its presumed pre-human state but allowing for construction of specific habitats to enhance its diversity and conservation values.
- To provide facilities for recreation and tourism activities.
- To seek and foster community support and participation.
- To manage and manipulate such ecosystems as may be necessary to maintain requisite populations.

The Trust operates as ZEALANDIA, under the guidance of a Trust Board.

### 6.2 Relationship with Wellington City Council

The Trust became a Council Controlled Organisation from October 2016 with the transfer of the ZEALANDIA Visitors Centre to Wellington City Council and the repayment of the loan on the building. The new Deed of Variation of Trust signed in October 2016 sets out the new requirement for the Trust Board to consist of a minimum of five persons and a maximum of up to seven persons. The Council can appoint a maximum of six persons, and the Trust's Board can appoint up to two persons following consultation with the Guardians and approval of the Council.

The Wellington City Council is a strategic partner, a trustee appointee, a major funder and the landlord of the Trust

The Funding Deed between Council and the Trust sets out Council's reporting and monitoring regime and the conditions for major transactions requiring Council approval. The Trust will report quarterly to the Council through the Environment Committee on the agreed measures, which will include a Statement of Financial Performance, Statement of Financial Position and Cash Flow Statement.

The Trust's audited accounts will be presented to the Council by due date. The Trust will continue to recognise Council as a principal funder.

The principles governing the relationship between the Trust and Council are:

- Council will be provided with access to information it requests.
- A "no surprises" approach.
- Work in a collaborative and constructive manner recognising each other's viewpoints and respecting differences.
- Act towards each other honestly and always in good faith.
- Communicate with each other openly, promptly, and in a clear and timely manner.
- Recognise the accountabilities that each has to the other and to those for the benefit of whom services are provided.

### 6.3 Board Membership

The members of the Karori Sanctuary Trust are:

Trustee	Term Expires
<b>Phillip Meyer</b> (Chair), appointed by the Council	December, 2020
<b>Pete Monk</b> , appointed by the Council	June 2020
<b>David Bibby</b> , appointed by the Council	December, 2021
<b>Russell Spratt</b> , co-opted by the Board	June 2021
<b>Jo Breese</b> , appointed by the Council	June, 2021
<b>Dr Libby Harrison</b> , appointed by the Council	December 2021

- The revised Karori Sanctuary Trust Deed signed in October 2016 outlines the roles of the Trust and the Guardians. All trustees may receive an honorarium set by the Council and Guardians.
- The Trust Board shall meet no less frequently than eight times a year.
- The Chief Executive attends all meetings accompanied by their management team as required.
- Under the terms of the Trust Deed, the Board is required to have an Audit and Risk Committee. The terms of reference for this committee require that it meets at least four times a year. Members of the Audit and Risk Committee are Phillip Meyer and Iain Craig (an independent member).
- The Board may choose to set-up any new committees as deemed necessary in order to maintain an appropriate level of oversight.

- Trustees will contribute knowledge and skills across a range of work areas during the 2019/20 year and may from time to time contribute to working groups established by the Chief Executive.
- In December 2018 Denise Church completed her second term as Chair of the Board. Phillip Meyer, former Deputy Chair, took over as Board Chair from 1 January 2019. Wellington City Council appointed Dr Libby Harrison to the Board from 1 January 2019.
- Stephen Thompson's term as a trustee on the Board ended in July 2018. Following a collaborative process involving the Guardians, Wellington City Council appointed Jo Breese as a new trustee from August 2018.

#### **6.4 Board Performance**

The Chair and the Board as a whole will participate in regular reviews of their performance as follows:

- The Board as a whole by the Board.
- Individual Board members by the Board, through the Chair.
- The Chair by the Board.

The method/standards used to assess the performance will be based on the standards issued by the Institute of Directors in New Zealand, adapted for the Trust. From these reviews, development needs and any other actions required to ensure best practice governance and performance standards will be determined and implemented.

An external review of the Board will be scheduled in early 2019/20.

The Board will undertake a review of the Chief Executive's performance in July 2019.

#### **6.5 Annual General Meeting**

By established practice the Trust holds each year an Annual General Meeting (AGM) of members to discuss the Annual Report and current strategies. The Board establishes a date for the AGM in consultation with the Guardians.

The 2018 AGM was held on 14 October and was well attended.

The next AGM will be held in October 2019 (date to be confirmed).

### **7. Organisational Health, Capability and Risk Assessment**

#### **7.1 Organisational Health and Capability**

Our aim is to deliver our work by attracting and retaining talented and capable staff and through strategic partnerships. Critical to our success is having experienced and motivated staff. Training and professional development for staff will continue to be a priority for 2019/20.

We will continue to work closely with Victoria University, Council (e.g. shared services initiative) and other partners to build the capability of the organisation.

## 7.2 Executive Team

Paul Atkins,	Chief Executive Officer
Danielle Shanahan,	Director, Centre for People and Nature
Chris Fitzgerald,	Manager Commercial Development
Anastasia Turnbull,	Manager Learning and Engagement
Matthew Valentine,	Manager Corporate Services

## 7.3 Environmental Practices

The Trust is committed to and incorporates sustainable practices.

ZEALANDIA has been awarded the Qualmark EnviroGold and the EnviroMark carbonZero accreditation.

The Rata Café has been accredited with all Conscious Consumer badges.

An across-organisation group (the Green Team) has been established to monitor ZEALANDIA's sustainability practices and suggest and implement new approaches wherever practicable.

## 8. Health and Safety

The Trust has robust Health and Safety systems in place and a detailed Emergency Procedure Action Plan that complies with the Health and Safety at Work Act 2015.

### Key actions taken or underway

- As part of their due diligence obligations, the organisation's officers now regularly dedicate time to focusing on a particular area of the operation and through consultation get a more comprehensive understanding of the risks in that area and where improvements might be made.
- Incidents and hazards are now recorded on-line and this new reporting allows mitigations to be applied in a timely manner.
- Incident reports are now not only reviewed on a regular basis but a new procedure of sign-off that ensures the officers are happy with the investigations and outcomes has been implemented.
- The CEO is a member of the "Business Leaders Health and Safety Forum" and uses this to inform and keep abreast of best practice models.
- We continue to ensure employees and volunteers have an inclusive role in the identification and management of health and safety matters; including using the Health and Safety Committee to give a direct line of communication and ownership around Health and Safety matter across all areas of the Organisation
- We maintain a training regime that ensures there is a good level of coverage of personnel who can confidently deal with first responder medical and emergency situations throughout the site at all times.
- We have instigated an Employee Support Programme through EAP Services which provides free and confidential support to all employees.
- We have introduced a new Health and Safety dashboard for our Board to provide an important view of key data trends year-on-year.



### **Initiatives planned**

We will continue to:

- evolve our policies and processes as WorkSafe publishes new guidelines and requirements become clearer.
- foster a collaborative and proactive approach within the organisation and with our partners.
- engage with the PCBU's of other organisations with which the Trust works, partners, or otherwise deals, or is considering dealing with, to require more robust evidence of their suitability and pertinent qualifications before working with them.
- work with agencies such as the Wellington Regional Emergency Management office, the Rural Fire Authority, Search and Rescue New Zealand, and other Wellington City Council Controlled Organisations, to develop relationships and review joint working relationships.
- engage with WorkSafe with a view to reducing our ACC levy payments by undertaking recommended programmes and assessments.
- identify and organise ongoing training to reach or exceed best practice levels in all areas.

### **8.1 Asset Management Plan**

In 2019/20 we will develop an asset management strategy that sets out our long-term approach to asset management, including key principles and how we manage our infrastructure going forward.

We will also continue to improve our asset management systems and explore if there are ways to integrate these with the systems used by WCC.

We have a Fence Management Plan that is under the final stages of review. The plan details how we will manage this critical infrastructure.

In our business planning process we will review the management of new strategic assets such as Tanglewood House and our new staff office accommodation building, Pukeahu House.

We will keep the Council updated on developing business cases for future capital programmes.

## 8.2 Risk Management

The Trust regularly reviews all known and potential risks. A robust risk management process, using standard risk methodology, is monitored by the Audit and Risk Committee and reported to the Board.

The Trust has robust fit-for-purpose systems and processes and financial delegations.

The Trust has insurance policies for Material Damage, Business Interruption, Combined Liability (Public, Employer, Statutory, Fidelity Guarantee and Lawsafe) and Trustee Liability.

For medium and high risks, control systems and management strategies are established, as appropriate. The objective is to reduce the residual risk to the point where all cost-effective mitigations have been put in place. The Audit and Risk Committee is responsible for reviewing these strategies. The Trust's management is responsible for their implementation. There are four response types, depending on the risk assessment and cost effectiveness considerations. These are:

- **Avoidance:** To eliminate the conditions that allow the risk to be present at all, often by changing or stopping the activity.
- **Acceptance:** To acknowledge the risk's existence, but to take no pre-emptive action to resolve it, except for the possible development of contingency plans should the risk event come to pass.
- **Mitigation:** To minimise the probability of a risk's occurrence or the impact of the risk should it occur.
- **Deflection:** To transfer the risk (in whole or part to another organisation, individual, or entity – such as through insurance).

A process to review and update the framework for the risks register is currently underway and will be completed and applied during the first quarter of the 2018/19 financial year. The new format will employ a risk matrix similar to that indicated below, with likelihood and consequence tables providing a greater degree of clarity in line with current best-practice. The revised framework will be included in the first quarterly report to Council in 2018/19.

Probability of Risk	Impact of Risk					
	2	3	4	5	6	7
1	3	4	5	6	7	8
0	2	3	4	5	6	7
-1	1	2	3	4	5	6
-2	0	1	2	3	4	5
-3	-1	0	1	2	3	4

## **9. Additional Information**

### **9.1 Response to other specific Letter of Expectation matters (if applicable)**

None

### **9.2 Ratio of Shareholders' Funds to Total Assets**

Please refer to the Balance Sheet included in the Accounting policies (Appendix A).

### **9.3 Estimate of Amount Intended for Distribution**

The Karori Sanctuary Trust is a not-for-profit organisation and registered charity and does not make a distribution to the Settler.

### **9.4 Acquisition Procedures**

The Trustees have no intention of subscribing for, purchasing or otherwise acquiring shares in any other company or any organisation.

### **9.5 Activities for which the Board seeks Compensation from a Local Authority**

Total funding from Wellington City Council in 2018/19 is \$1,006,950 (including living wage). The development of the Trust's 10 year sustainable business plan anticipates as a baseline the continuation of the current level of funding.

### **9.6 Estimate of Commercial Value of Shareholders' Investment**

Not applicable.

**Appendices****Appendix A: Accounting Policies****i. Statement of compliance and basis of preparation***Statement of compliance*

The financial statements presented here are for the reporting entity, the Karori Sanctuary Trust. The Trust is a charitable trust registered under the Charities Act 2005 which requires compliance with generally accepted accounting practice (GAAP) in New Zealand.

As the primary objective of the trust is to develop a secure native wildlife sanctuary which benefits the community, rather than making a financial return, the trust is a public benefit entity for the purpose of financial reporting.

The financial statements of the trust comply with Public Benefit Entity standards Reduced Disclosure Regime (PBE RDR).

The financial statements have been prepared in accordance with Tier 2 PBE Standards and disclosure concessions have been applied. The trust is eligible to report in accordance with Tier 2 PBE Standards RDR because it does not have public accountability and it is not large.

*Basis of preparation*

The financial statements have been prepared in accordance with PBE RDR for not-for-profit organisations as required by the Financial reporting Act 2013.

Management has applied judgement in determining whether revenue streams have been appropriately classified as exchange or non-exchange in nature.

The financial statements have been prepared on a going concern basis, and the accounting policies have been applied consistently throughout the period.

*Measurement base*

The financial statements have been prepared on a historical cost basis.

The financial report is measured in New Zealand dollars and all values are rounded to the nearest dollar (\$) unless otherwise stated.

**ii. Recognition of revenue**

Grants are recognised as revenue when the requirements under the grant agreement have been met. Any grants for which the requirements under the grant agreement have not been completed are carried as liabilities until all the conditions have been fulfilled. Revenue received from membership subscriptions is allocated proportionally over the period to which they relate. The unearned portion of subscriptions is shown under current liabilities. Prepaid visits are also treated as current liabilities.

Sales of goods and admissions comprise the amounts received and receivable for goods and services supplied to customers in the ordinary course of business. This revenue is recognised when the goods or services are provided to



the customer.

Exchange revenue is defined as transactions in which one entity receives assets or services, or has liabilities extinguished, and directly gives approximately equal value (primarily in the form of cash, goods, services or use of assets) to another entity in exchange. Revenue streams defined as exchange are membership subscriptions, admissions, sales of goods, other grants and donations (received for specific projects) and some items of other revenue.

Non-exchange transactions arise where an entity receives value from another entity without giving approximately equal value in exchange. Revenue streams defined as non-exchange are the Wellington City Council grant as well as other grants and donations and items of other revenue that are not included under exchange transactions.

Interest income is accounted for as earned.

In the financial statements, there is no financial recognition of support given in the form of donated labour and materials.

#### **iii. Cost of goods sold**

Cost of goods sold comprises the purchase of stock items and other directly attributable costs relating to the Café, Retail, Functions and Education services.

#### **iv. Property, plant and equipment and intangible assets**

Property, plant and equipment and intangible assets are measured initially at cost. Cost includes expenditure that is directly attributable to the acquisition of the items. The cost of an item is recognised only when it is probable that future economic benefit or service potential associated with the item will flow to the entity.

Subsequent costs that meet the recognition criteria above are recognised in the carrying value of the item of the fixed asset or intangible asset. Such cost includes the cost of replacing part of the asset if the recognition criteria are met. When significant parts of the asset are required to be replaced at intervals, the entity recognises such parts as individual assets with specific useful lives and depreciates them accordingly. Likewise, when a major inspection is performed, its cost is recognised in the carrying amount of the fixed asset as a replacement if the recognition criteria are satisfied. All other repair and maintenance costs are recognised in surplus or deficit as incurred.

Measurement subsequent to initial recognition:

Subsequent to initial recognition, Property, plant and equipment and intangible assets are measured using the cost model.

**v. Depreciation and amortisation**

Depreciation of Property, plant and equipment and amortisation of intangible assets is calculated on a straight-line basis so as to allocate the cost of the assets over their useful lives as follows:

Building/Infrastructure	5-100 years
Exhibitions	2-20 years
Leasehold improvements	10-50 years
Predator fence	25-50 years
Fixtures, Plant and Equipment	5-25 years
Vehicles	5-14 years
Other Assets	3-25 years
Computer Software	3 years

**vi. Accounts Receivables**

Accounts receivable are stated at anticipated realisable value after providing against debt where collection is doubtful.

**vii. Stock on Hand**

Stock on hand comprise of retail and food and beverages. They are stated at the lower of cost and net realisable value. Cost is determined on a weighted average cost basis.

**viii. Leased Assets**

*As Lessee:*

*Operating leases*

Operating lease payments are recognised as an expense in the periods the amounts are payable.

*Finance leases*

A finance lease is a lease that transfers to the lessee substantially all the risks and rewards incidental to ownership of an asset, whether or not title is eventually transferred.

At the commencement of the lease term, finance leases where the Trust is the lessee are recognised as assets and liabilities in the statement of financial position at the lower of the fair value of the leased item or the present value of the minimum lease payments.

The finance charge is charged to the surplus or deficit over the lease period so as to produce a constant periodic rate of interest on the remaining balance of the liability.

**ix. Impairment**

Property, plant and equipment and intangible assets held at cost that have a finite useful life are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable service amount. The recoverable service amount is the higher of an asset's fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable service amount, the asset is regarded as impaired and the carrying amount is written-down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is recognized in the surplus or deficit.

**x. Employee Entitlements**

Employee entitlements to salaries and wages, annual leave and other benefits are recognised when they accrue to employees.

The liability for employee entitlements is carried at the present value of the estimated future cash outflows.

**xi. Goods and Services Tax (GST)**

The financial statements have been prepared so that all components are stated exclusive of GST with the exception of receivables and payables that include GST invoiced.

**xii. Income Tax**

The Trust being a charitable organisation is income tax exempt under the Income Tax Act 2007.

**xiii. Statement of Cash Flows**

The following are the definitions of the terms used in the statement of cash flows:

(a) Operating activities include all transactions and other events that are not investing or financing activities.

(b) Investing activities are those activities relating to acquisition, holding and disposal of property, plant and equipment and of investments.

(c) Financing activities are those activities that result in changes in the size and composition of the capital structure. This includes both equity and debt not falling within the definition of cash.

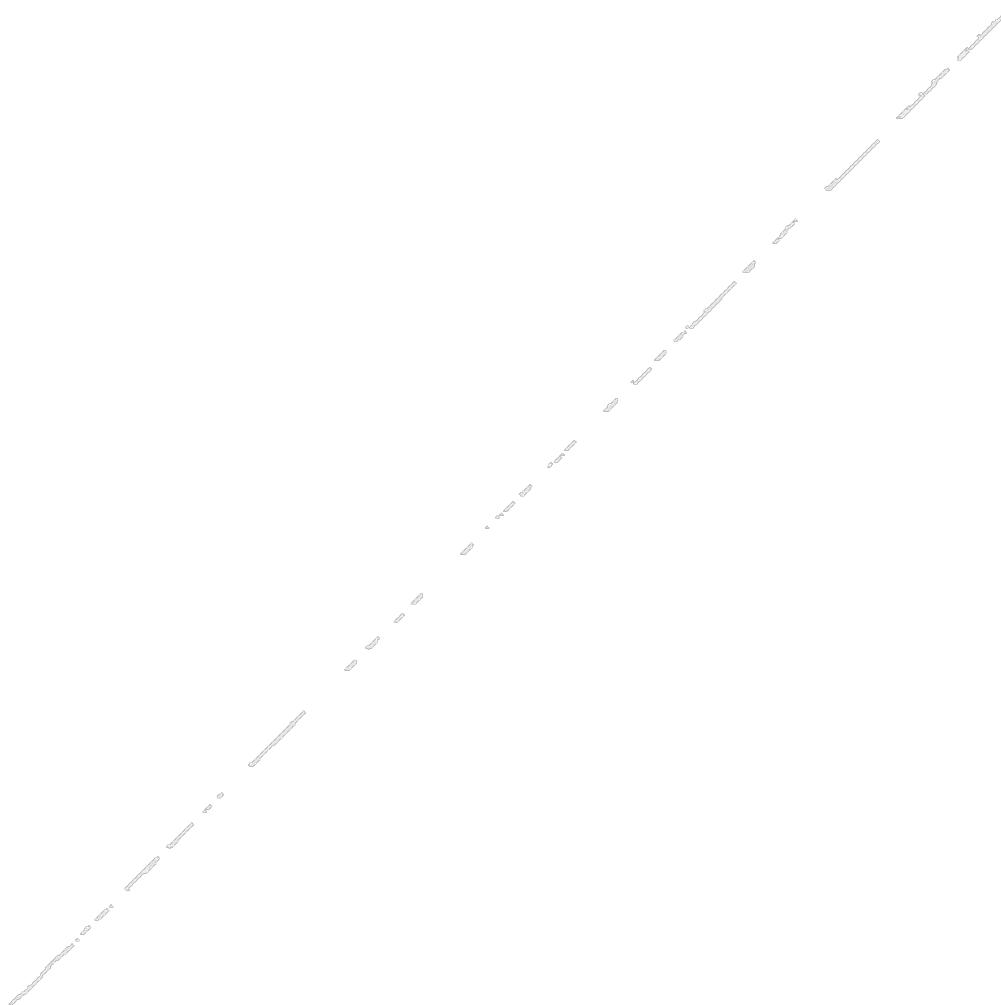
(d) Cash is considered to be cash on hand and current accounts in banks, net of bank overdrafts.

**xiv. Changes in accounting policies**

There have been no changes in accounting policies in the year.

**Appendix B: ZEALANDIA Budget for 2019/20**

As in past years, ZEALANDIA will continue to drive revenue and contain costs in 2019/20 and will aim to complete the year with an operating surplus.





ZEALANDIA - KARORI SANCTUARY TRUST

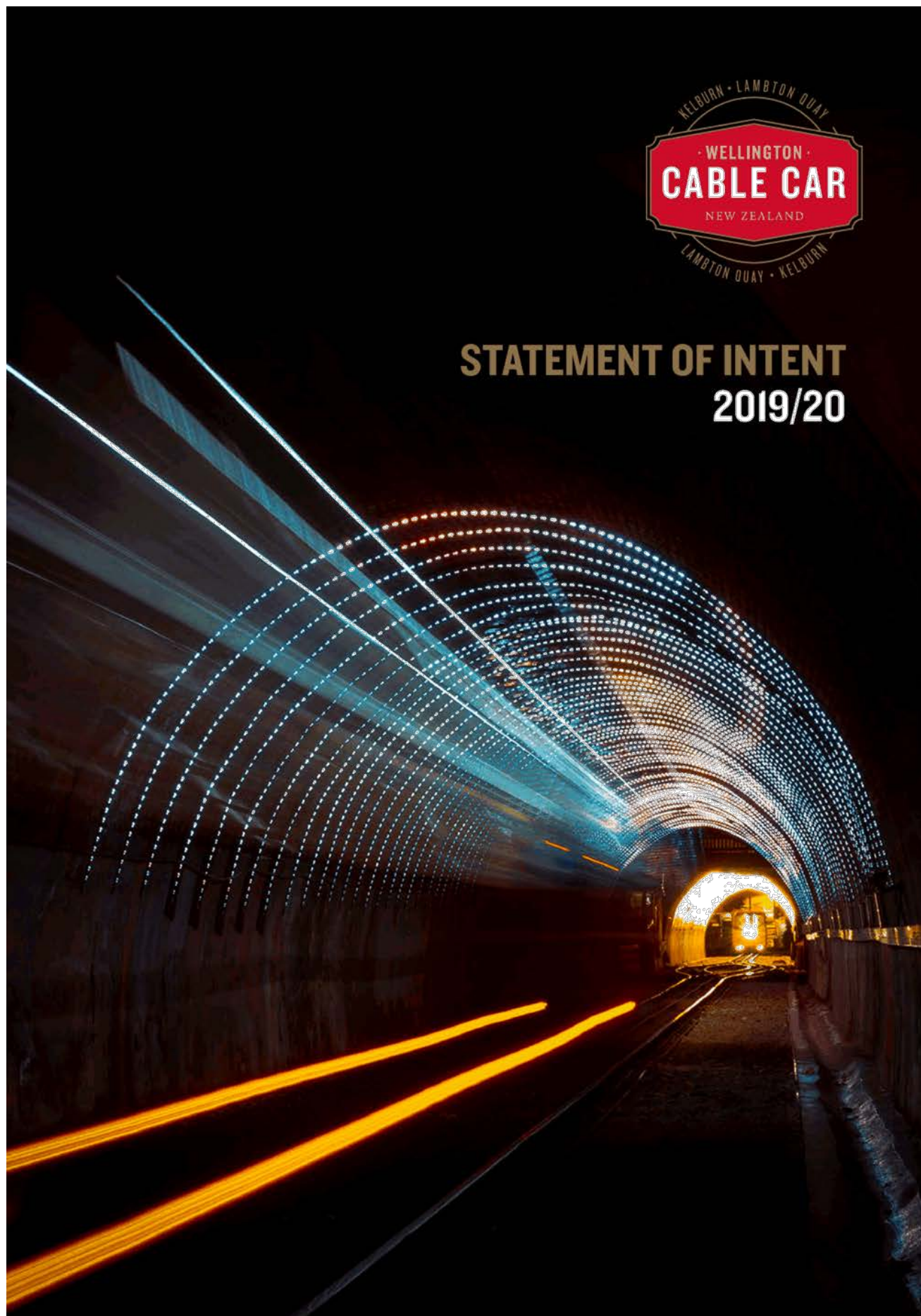
Forecast 30-Jun-19	STATEMENT OF COMPREHENSIVE INCOME	Qtr to 30-Sep-19	Qtr to 31-Dec-19	Qtr to 31-Mar-20	Qtr to 30-Jun-20	FYE 30-Jun-20	FYE 30-Jun-21 **	FYE 30-Jun-22
	<b>Trading Revenue</b>							
854,760	Admissions	120,000	229,000	313,000	198,000	860,000	877,000	895,000
341,176	Membership Subscriptions	71,000	98,000	97,000	74,000	340,000	347,000	354,000
	Other Operating Revenue							
	Sales of Goods							
2,497,209	Other trading revenue	374,000	730,000	903,000	474,000	2,481,000	2,546,700	2,612,500
	<b>Other Operating Revenue</b>							
858,000	Shareholder grants	214,500	214,500	214,500	214,500	858,000	858,000	858,000
149,000	Living wage fund from WCC	38,368	38,368	38,368	38,368	153,470	158,000	163,000
	WCC Centre for People & Nature Hub						700,000	
672,007	Sponsorships, grants and donations	123,750	123,750	123,750	123,750	495,000	505,000	515,000
	Other operating income							
	<b>Non-operating Revenue</b>							
	Sub-lease and other non-operating income							
32,846	Interest income	3,000	7,000	3,000	7,000	20,000	20,000	20,000
700,000	Other income CPN Hub Donation Funding							
<b>6,104,998</b>	<b>Total Revenue</b>	<b>944,618</b>	<b>1,440,618</b>	<b>1,692,618</b>	<b>1,129,618</b>	<b>5,207,470</b>	<b>6,011,700</b>	<b>5,417,500</b>
	<b>Operating Expenses (overheads)</b>							
3,374,747	Salaries and wages	827,000	859,000	862,000	827,000	3,375,000	3,443,000	3,512,000
630,631	Cost of goods sold	134,000	157,000	174,000	134,000	599,000	611,000	623,000
504,692	Other operating expenses	120,000	130,000	130,000	120,000	500,000	510,000	520,000
100,031	Trustee expenses	25,750	25,750	25,750	25,750	103,000	105,000	107,000
303,473	Administration costs	74,843	74,843	74,843	74,841	299,370	305,000	311,000
<b>4,913,574</b>	<b>Total Operating Expenditure</b>	<b>1,181,593</b>	<b>1,246,593</b>	<b>1,266,593</b>	<b>1,181,591</b>	<b>4,876,370</b>	<b>4,974,000</b>	<b>5,073,000</b>
<b>1,191,424</b>	<b>Net Surplus/(Deficit) before Depreciation and Tax</b>	<b>(236,976)</b>	<b>194,025</b>	<b>426,025</b>	<b>(51,974)</b>	<b>331,100</b>	<b>1,037,700</b>	<b>344,500</b>
	Interest expense							
	Loss on Visitor Centre transfer to WCC							
346,323	Depreciation	96,000	96,000	116,000	116,000	424,000	474,000	474,000
<b>845,101</b>	<b>Net Surplus/(Deficit)</b>	<b>(332,976)</b>	<b>98,025</b>	<b>310,025</b>	<b>(167,974)</b>	<b>(92,900)</b>	<b>563,700</b>	<b>(129,500)</b>

**ZEALANDIA - KARORI SANCTUARY TRUST**

Forecast 30-Jun-19	STATEMENT OF FINANCIAL POSITION	As at 30-Sep-19	As at 31-Dec-19	As at 31-Mar-20	As at 30-Jun-20	As at 30-Jun-20	As at 30-Jun-21 **	As at 30-Jun-22
	<b>Equity</b>							
4,026,807	Trust Funds	4,871,908	4,538,933	4,636,957	4,946,982	4,871,908	4,779,008	5,342,708
845,101	Current year earnings	(332,976)	98,025	310,025	(167,974)	(92,900)	563,700	(129,500)
4,871,908	<b>Total Shareholder/Trust Funds</b>	4,538,933	4,636,957	4,946,982	4,779,008	4,779,008	5,342,708	5,213,208
	<b>Current Assets</b>							
500,000	Cash and cash equivalents	471,841	430,865	621,890	404,916	404,916	356,616	306,116
50,000	Accounts receivable	50,000	50,000	50,000	50,000	50,000	51,000	51,000
	Prepayments							
50,000	Inventory	50,000	50,000	50,000	50,000	50,000	55,000	60,000
	Other current assets							
600,000	<b>Total Current Assets</b>	571,841	530,865	721,890	504,916	504,916	462,616	417,116
	<b>Investments</b>							
1,350,000	Term deposits	1,760,000	1,510,000	1,260,000	1,010,000	1,010,000	1,300,000	1,600,000
	Other investments							
1,350,000	<b>Total Investments</b>	1,760,000	1,510,000	1,260,000	1,010,000	1,010,000	1,300,000	1,600,000
	<b>Non-current Assets</b>							
3,438,092	Fixed assets	3,767,092	4,096,092	4,405,092	4,714,092	4,714,092	4,340,092	3,966,092
	Intangible assets							
	Other non-current assets							
3,438,092	<b>Total Non-current Assets</b>	3,767,092	4,096,092	4,405,092	4,714,092	4,714,092	4,340,092	3,966,092
5,388,092	<b>Total Assets</b>	6,098,933	6,136,957	6,386,982	6,229,008	6,229,008	6,102,708	5,983,208
	<b>Current Liabilities</b>							
150,000	Accounts payable	120,000	210,000	150,000	230,000	230,000	230,000	230,000
150,000	Income in advance	1,210,000	980,000	1,110,000	910,000	910,000	220,000	230,000
110,000	Employee entitlements	100,000	100,000	110,000	120,000	120,000	120,000	120,000
106,184	Provisions and accruals	130,000	210,000	70,000	190,000	190,000	190,000	190,000
	Other current liabilities							
516,184	<b>Total Current Liabilities</b>	1,560,000	1,500,000	1,440,000	1,450,000	1,450,000	760,000	770,000
	<b>Non-current Liabilities</b>							
	Shareholder advances							
	Other non-current liabilities							
	<b>Total Non-current Liabilities</b>							
516,184	<b>Total Liabilities</b>	1,560,000	1,500,000	1,440,000	1,450,000	1,450,000	760,000	770,000
4,871,908	<b>Net Assets</b>	4,538,933	4,636,957	4,946,982	4,779,008	4,779,008	5,342,708	5,213,208

ZEALANDIA - KARORI SANCTUARY TRUST

Forecast 30-Jun-19	STATEMENT OF CASH FLOWS	Qtr to 30-Sep-19	Qtr to 31-Dec-19	Qtr to 31-Mar-20	Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21 **	Total YE 30-Jun-22
	<b>Cash Flows From Operating Activities</b>							
	<i>Inflows</i>							
4,043,145	Trading Receipts	595,398	1,079,868	1,266,868	798,868	3,741,000	4,479,700	3,871,500
858,000	Shareholder grants	429,000		429,000		858,000	858,000	858,000
149,000	Living wage fund	153,470				153,470	158,000	163,000
	WCC Centre for People & Nature Hub	700,000				700,000		
672,007	Sponsorships and donations	123,750	123,750	123,750	123,750	495,000	(195,000)	515,000
	Other Income							
	<i>Outflows</i>							
3,374,747	Payments to Employees	837,000	859,000	852,000	817,000	3,365,000	3,443,000	3,512,000
1,595,747	Payments to Suppliers	360,777	217,593	604,593	154,591	1,337,554	1,536,000	1,566,000
	Net GST Cashflow							
	Other Operating Costs							
751,658	<b>Net Cash Flows From (Used In) Operating Activities</b>	803,841	127,025	363,025	(48,974)	1,244,916	321,700	329,500
	<b>Cash Flows From (Used In) Investing Activities</b>							
	<i>Inflows</i>							
	Sale of fixed assets							
	Sale of investment assets							
100,000	Other - Term Deposit cash-out		250,000	250,000	250,000	750,000		
	<i>Outflows</i>							
924,850	Purchase of fixed assets	425,000	425,000	425,000	425,000	1,700,000	100,000	100,000
	Purchase of investments							
	Other - Term Deposit cash-in	410,000				410,000	290,000	300,000
(824,850)	<b>Total Investing Cash Flow</b>	(835,000)	(175,000)	(175,000)	(175,000)	(1,360,000)	(390,000)	(400,000)
	<b>Cash Flows From (Used In) Financing Activities</b>							
	<i>Inflows</i>							
	Drawdown of loans							
32,846	Investment income	3,000	7,000	3,000	7,000	20,000	20,000	20,000
	Other							
	<i>Outflows</i>							
	Repayment of loans							
	Interest paid							
	Other							
32,846	<b>Total Financing Cash Flow</b>	3,000	7,000	3,000	7,000	20,000	20,000	20,000
(40,346)	<b>Net Increase/(Decrease) in Cash Held</b>	(28,160)	(40,976)	191,025	(216,974)	(95,084)	(48,300)	(50,500)
540,346	<b>Opening Cash Equivalents</b>	500,000	471,841	430,865	621,890	500,000	404,916	356,616
	Adjustments (rounding)							
500,000	<b>Closing Cash Equivalents</b>	471,841	430,865	621,890	404,916	404,916	356,616	306,116
**	Includes WCC Funding for Centre for People and Nature, expect							







Presented to the Council Controlled Organisations Sub-Committee.  
Pursuant to Schedule 8 of the Local Government Act (2002)

STATEMENT OF INTENT 2019/20

0

# CONTENTS

Chair's Statement	2
Chief Executive Officer's Statement	3
Chief Financial Officer's Statement	5
Passenger Services Manager's Statement	6
Asset and Engineering Manager's Statement	8
Performance Measurements – 2019/20 FY	9
Statutory Compliance	11
Financial Statements and Accounting Policies	12
Statement of Comprehensive Income	13
Statement of Movements in Equity	15
Statement of Financial Position	15
Statement of Cashflows	17
Statement of Accounting Policies	18
Appendix 1 – Risk Register (High Risks only)	23



2

WELLINGTON CABLE CAR LIMITED

## CHAIR'S STATEMENT



The Wellington Cable Car is proudly owned, operated and maintained by Wellington Cable Car Limited (WCCL), and has successfully transported residents and visitors between Lambton Quay and Kelburn since 1902.

WCCL is a Council Controlled Organisation (CCO) proudly owned by Wellington City Council, and the Cable Car is widely perceived as an icon and symbol of Wellington. As the Cable Car enters its 117th year of service, its market comprises local residents as well as visitors to the Capital City.

The ongoing tourist boom in New Zealand has led to a significant increase in total passenger trips over the past two years, and patronage is now in excess of 1.2 Million per annum. As an aside, the Cable Car is the second most visited attraction in Wellington after Te Papa Tongarewa. This ongoing success has led to an increase in passenger revenue that has assisted in building a solid financial foundation to fund the ongoing asset management plan and capital works required to continue operating safely and efficiently for the foreseeable future.

WCCL used to comprise two operating divisions – the Cable Car and the Trolley Bus Overhead Electrical

Network. Trolley Buses ceased operating in October 2017, and WCCL has now successfully decommissioned the Overhead Electrical Network and disposed of all remaining network infrastructure and assets. Looking forward, future Statements of Intent will refer solely to the Cable Car operating division.

As the Chair of WCCL since 2014, I am proud to present WCCL's Statement of Intent (SOI) for 2019/20, which covers 2019/20 in detail, and the following two financial years in outline. This SOI outlines WCCL's strategy and financial statements to continue to operate the Cable Car safely and efficiently in support of local residents and visitors to Wellington. The SOI is consistent with the Wellington City Council Letter of Expectation and fulfils WCCL's requirements under Section 64 and Schedule 8 of the Local Government Act 2002.

**Anthony Wilson**  
*Chair*

**“The ongoing tourist boom in New Zealand has led to a significant increase in total passenger trips over the past two years, and patronage is now in excess of 1.2 million passenger trips per annum.”**



## CHIEF EXECUTIVE OFFICER'S STATEMENT

**“Strong passenger growth over the last two years has alleviated much of the financial pressure associated with the replacement of the Cable Car midway through the next decade”**



Wellington's Cable Car is the only funicular railway in New Zealand's, and the iconic image of the Cable Car ascending towards Kelburn with a view of the harbour in the background is synonymous with the Capital City.

The current generation of Cable Car is nearing the end of its design life (it commenced operating in 1979) and previous Statements of Intent have focused heavily on a strategy for funding the replacement of the Cable Car midway through the next decade. Strong passenger growth over the last two years has alleviated much of the financial pressure associated with this undertaking, and current projections indicate that this replacement can be funded internally, combined with some debt funding, commencing in 2024 (completing in 2026).

When asked to describe the most important characteristic of the Cable Car, my instant reply is always that being customer focused and innovative in your approach to ensure that the

customer experience is a good one is the single most important attribute for an organisation such as Wellington Cable Car Limited. The quality of the staff is vitally important in achieving this ethos, and WCCL's Managers (Matthew Hardy – Passenger Services Manager, Stephen Ward – Asset and Engineering Manager, and Bruce Jensen – Chief Financial Officer) have a huge role to play in making this happen. Later sections of this Statement of Intent will include a section from each of these three key Managers where they describe what the Company is up to and what they will be working on to ensure that the Cable Car continues to grow and evolve to serve the Wellington population and visitors to the region.



4

WELLINGTON CABLE CAR LIMITED

In addition to our business-as-usual activities, there are three main areas of focus for the management team for the 2019/20 financial year – Marketing, Technical Support, and Health & Safety:



### MARKETING

The Cable Car is synonymous with Wellington and is an integral part of the city's proud history. The classic image of the Cable Car ascending over the Victoria University of Wellington's sports ground in Kelburn is often the first image that will be seen when undertaking a web search for Wellington. However, the tourism market is changing rapidly, and we need to be cognisant of these changes and react accordingly. In particular, we must make sure that we anticipate and interact with potential customers, using as many digital channels as possible, to ensure that our brand equity remains high and visitors to Wellington will automatically choose to visit the Cable Car. This is done in conjunction with WREDA and other key partners such as Zealandia and the Wellington Museums Trust (who operate the Cable Car Museum).



### TECHNICAL SUPPORT

The current Cable Car was manufactured in 1978 and commissioned into service in 1979. Whilst it has served us well for 40 years, typically operating 600 trips per week, it is nearing the end of its design life. Some of the key systems that were already obsolete (including the electric drive and telemetry system) were replaced in 2016, however, the rolling stock (including the cars, bogies, and associated braking systems) will be up for replacement by 2026. Lots of effort goes into supporting and maintaining a much loved but venerable funicular railway, and this does present on an ongoing challenge to our technical support staff. More detail on the Cable Car's future plans for a technical support perspective are outlined in a later section of this SOI.



### HEALTH & SAFETY

Contemporary legislation places a significant onus upon organisations such as WCCL to work collaboratively with all other relevant organisations (PCBU is the term used in the Health and Safety at Work Act, 2015) to ensure the safety and wellbeing of our passengers, employees, and any other personnel who work our site. The Cable Car is also regulated by the New Zealand Transport Agency (NZTA) and is required to operate under licence, whilst conforming to a Safety Case approved by the Rail Safety Regulator. Our philosophy is to work proactively and in conjunction with NZTA and WorkSafe New Zealand, to ensure that Cable Car operations are as safe as they can possibly be. Our aim is a zero harm work place and we strive to ensure that our passengers and employees can travel and work in an environment that is risk-free, wherever practicable. During 2019/20, WCCL will review its Safety Management System and associated Safety Case to ensure that we continue to adhere to this philosophy.

In line with Wellington City Council and associated entities, WCCL will investigate the addition of Te Reo names for all five stations after consultation with local iwi, along with incorporating into the Company logo if possible. The Company has already incorporated Te Reo into marketing material including its website which is translated and also other promotional material. WCCL is

also committed to work with entities to identify how they will contribute to the goals outlined in Te Atakura, the First to Zero plan once it has been finalised.

In summary, 2018/19 proved to be one of the most successful years for the Cable Car in terms of passenger trips in recent history, and WCCL is optimistic that 2019/20 will be even better. This,

combined with more collaboration between WREDA and the various Wellington City Council Council CCOs and Trusts, will ensure that the customer experience continues to evolve and develop, and will stand us in good stead for the future.

**Simon Fleisher**  
Chief Executive

STATEMENT OF INTENT 2019/20

5

## CHIEF FINANCIAL OFFICER'S STATEMENT

Having been with the Company for 10 years now, it still amazes me the achievements and financial results that can be achieved by a small team.

I believe it is due to the passion and dedication of all staff across the business and because of this makes it a place that people want to be involved with, which is reflected by the length of service of key team members.

From a financial team perspective, we are a small team of two, but are always keen to look at where we can improve both from an efficiency and accuracy perspective but more importantly being able to provide relevant, real time reporting to the people that need it, both within the business but also our stakeholders and shareholder. With continuing advances in technology this provides the ability to do more and integrate with the various systems the Company utilises. The information technology responsibility for the business also sits within our team, which provides for further variety of work but also the ability to look at new and novel ways of doing things across the business as a whole.

Given the nature of the business, there are continuous reporting requirements, including the statutory reporting which is externally audited. As a small team and having to balance the daily

financial needs, we always try to have a proactive working relationship with our external audit team to ensure we are operating using best practices but also identifying issues and workflows that need to be addressed in advance. To this end, we are fortunate with the current Audit NZ team we have in place that this process works well.

Despite being a small business, there are some complex elements to it, including the infrastructure needs, which means insurance management and planning is an important aspect of what we do. These needs have changed over the recent years with the cessation of trolley bus services in Wellington, but equally with the further maintenance and infrastructure replacements in the Cable Car side of the business, there continues to be significant long term planning work which we are involved in and it is an exciting time to be part of the business.

The financial statements of the Company and highlights are included separately in this document, and these show healthy results, but our focus remains on being to build up the required funds for the replacement



of the rolling stock and associated tasks in the coming years. Ideally the planning and funding for this would have commenced 20-30 years ago, so we have had a truncated timeframe to accumulate the funds required. However, given the asset management planning now in place within the Company, after the replacement of the rolling stock, I believe the Company has a solid foundation to be able to fund the following cycles of infrastructure, which is a great achievement by a small organisation and team.

**Bruce Jensen**  
Chief Financial Officer

**“The financial statements of the Company and highlights are included separately in this document, and these show healthy results”**



6

WELLINGTON CABLE CAR LIMITED

## PASSENGER SERVICES MANAGER'S STATEMENT



The Cable Car had one of its best every years in 2017/18, with over 1.14 Million passenger trips in 2017/18, and we anticipate further expected growth of approximately 5% in 2018/19, mainly due to ongoing growth in the tourism market.

Our aim is to continue with this success and ensure the Cable Car provides a high quality, safe and unique heritage travel experience to both tourists and the local community, and also plays its part in meeting Wellington's goal of becoming the

most prosperous, liveable and vibrant city in Australasia.

Our people are key to delivering the very best customer experience. We are fortunate to have a team of skilled and dedicated passenger service staff, made up of 14.6 FTE permanent staff and a number of seasonal and casual staff who provide relief cover and assistance during high visitor seasons and one-off events. Training is important, and for the past two years we have offered a tailored training course to all team members during the Annual Safety shutdown. These courses include customer service, dealing with difficult situations, resilience training and comprehensive first aid training.

Following the direction set by Wellington City Council, in July 2018 we expanded the living wage concept to include all staff, including casual members of staff. In 2019/20 we will continue to invest in our staff through customer service training, including the values of Manaakitanga. We will review other Health and Safety documentation and rewrite both the Health and Safety manual and the Drivers' manual in our efforts to become a zero harm workplace.

During 2018 we proudly gained the first Wellington Platinum rating from Be.Accessible for our ease of

accessibility to all. This was a great achievement for WCCL but also for our staff who were given particular mention in the report. Accessibility is a vitally important concept for us, and we will continue to strive to enhance and improve this for our passengers.

In July 2018 we changed our fare structure to take advantage of the strong Free and Independent Traveller (FIT) and cruise ship market with casual fares increased by an average of 21.73%. We also added additional Family pass products and increased the price of the existing family passes by only 5% to maintain affordability for family groups. Prices for students and local commuters were increased by less than 3% to keep our fares competitive with the subsidised Metlink bus network. This revised fare structure has been largely successful with revenue in the first 6 months of 2018/19 up 22.28% over the same period in 2017/18.

However, the local market remains under pressure with adult numbers static and student numbers continuing to drop, due mainly to the improved bus services to Kelburn campus and the introduction of a student concession fare in July 2018. In February 2019, we had a stall at the Orientation week at Victoria University. In 2019/20 we will continue with this direct contact with the University to try and build student engagement with the Cable Car.

**“During 2018 we proudly gained the first Wellington Platinum rating from Be.Accessible for our ease of accessibility to all”**

The SuperGold scheme remains problematic for WCCL with the schemes off peak usage period not relating to WCCL's off peak times. Furthermore, an inadequate capped payment system means that funding is exhausted halfway through the financial year.

From a Marketing perspective, we have worked hard over the last few years to increase WCCL's online presence and to build even stronger brand awareness. For 2019/20 we will be concentrating our efforts on the China – New Zealand Year of Tourism. We have continued to build our relationship with Chinese wholesalers and tour operators including China Travel Service, Fliggy, EYOUNZ and RRUU. We will also have the Alipay payment system and a verified Weibo account in place for this important year. We have several staff attending the WCC International Relations' team Chinese classes, and we also hope to have staff included in a tourism delegation to China in September 2019 to meet with operators who can market the Cable Car in the China market.

The Cable Car has maintained its excellent Tourism New Zealand Silver Qualmark rating, but during 2019/20 will investigate the options for an Enviro accreditation or award. Qualmark also noted that WCCL was the most responsive operator to online reviews in Wellington.

WCCL will continue to work closely with WREDA, WCC, Tourism New Zealand and our wider tourism partners to promote both the Cable Car and the wider Wellington region throughout 2019/20.

**Matthew Hardy**  
*Passenger Services Manager*





8

WELLINGTON CABLE CAR LIMITED

## ASSET AND ENGINEERING MANAGER'S STATEMENT



**There are two main areas of focus for the Cable Car's technical support team.**

The first of these is undertaking regular periodic maintenance and inspections to ensure that Cable Car operations are safe, fit-for-purpose and complies with our obligations under the Railways Act and the Health & Safety at Work Act. These activities also include dealing with any outstanding defects that have arisen.

The second main area of focus involves us looking ahead to plan and prepare for future capital works necessary to enable the Cable Car to continue to operate safely into the future. Because the Cable Car is such a niche and highly specialist operation, having the requisite expertise and technical support available to help us to do this is a critical determinant in WCCL's success.

WCCL works closely in conjunction with Doppelmayr (the Cable Car's original equipment manufacturer and system design authority) to ensure that we have the right support measures in place to be able to undertake these capital works as and when required.

Good examples of significant work projects in hand at the moment include (a) a detailed investigation into the structural strength of the three tunnels that form part of the rail corridor, and (b) planning ahead for the design, manufacture and installation of the replacement rolling stock (scheduled to enter service in 2026).

Other capital works areas of investigation include (c) the potential rebuild of Salamanca Station on the

northern side of the railway corridor (this would allow much easier access to passengers with accessibility issues), and (d) participation in the Regional Integrated Ticketing Solution (when this comes to fruition).

Looking forwards, WCCL is lucky in that our technical support team is being enhanced by the addition of Andrew Cresswell as the Maintenance Technician, in support of the work already undertaken by the Asset and Engineering Manager. They will be busy planning all of these new works, in addition to the planned introduction of a new Maintenance Management System, and a re-write of the Cable Car's safety management system plus associated safety system.

In terms of wider community matters, the Company will be working with the applicable entities to develop and/or implement a waste plan to contribute to the Regional Waste Management and Minimisation Plan goal of reducing waste to landfill by 1/3. It is also committed to develop further strategies to manage resilience charges.

**Stephen Ward**  
*Asset and Engineering Manager*

**“Because the Cable Car is such a niche and highly specialist operation, having the requisite expertise and technical support available is a critical determinant in WCCL's success”**

STATEMENT OF INTENT 2019/20

9

## PERFORMANCE MEASUREMENTS

### 2019/20 FINANCIAL YEAR



**PERFORMANCE  
INDICATOR**



**TARGET/RESULT**

2019/20

2020/21

2021/22

#### CABLE CAR PASSENGER SERVICE PERFORMANCE MEASURES

<b>WCCL Customer Satisfaction Survey</b>	Attain at least 85% good or very good reviews.	Attain at least 85% good or very good reviews.	Attain at least 85% good or very good reviews.
<b>TripAdvisor Rating</b>	Maintain at least a 4.0 rating out of 5	Maintain at least a 4.0 rating out of 5	Maintain at least a 4.0 rating out of 5
<b>Customer Complaints</b>	Receive fewer than 2 customer complaints per 100,000 passenger trips	Receive fewer than 2 customer complaints per 100,000 passenger trips	Receive fewer than 2 customer complaints per 100,000 passenger trips
<b>Customer Trips</b>	At least 1.20 Million passenger trips, split as follows: <b>1st Qtr:</b> 216,763 <b>2nd Qtr:</b> 344,516 <b>3rd Qtr:</b> 403,617 <b>4th Qtr:</b> 241,737 <b>Full Year:</b> 1,206,633	At least 1.20 Million passenger trips, split as follows: <b>1st Qtr:</b> 218,091 <b>2nd Qtr:</b> 347,243 <b>3rd Qtr:</b> 404,274 <b>4th Qtr:</b> 241,851 <b>Full Year:</b> 1,211,459	At least 1.20 Million passenger trips, split as follows: <b>1st Qtr:</b> 220,125 <b>2nd Qtr:</b> 350,568 <b>3rd Qtr:</b> 408,444 <b>4th Qtr:</b> 244,643 <b>Full Year:</b> 1,223,780
<b>Tri% of Service Trips starting on time</b>	At least 99%	At least 99%	At least 99%
<b>% of Service trips not run</b>	Less than 1%	Less than 1%	Less than 1%

10



**PERFORMANCE  
INDICATOR**



**TARGET/RESULT**

2019/20

2020/21

2021/22

**WCCL CORPORATE ACTIVITIES PERFORMANCE MEASURES**

**Compliance with  
appropriate Legislation  
and regulations**

Nil adverse comments

Nil adverse comments

Nil adverse comments

**WCCL Corporate and  
Operational Risks are  
proactively managed**

High Risks are proactively  
managed and eliminated  
or minimised

High Risks are proactively  
managed and eliminated  
or minimised

High Risks are proactively  
managed and eliminated  
or minimised

**FINANCIAL PERFORMANCE MEASURES**

**Budgetary requirements  
approved by the WCCL  
Board are met**

Within 10% of Board  
approved variance

Within 10% of Board  
approved variance

Within 10% of Board  
approved variance

**Board delegations  
are adhered to**

All approvals of financial  
and contractual  
commitments and  
expenditure are in  
accordance with the  
delegations' policy

All approvals of financial  
and contractual  
commitments and  
expenditure are in  
accordance with the  
delegations' policy

All approvals of financial  
and contractual  
commitments and  
expenditure are in  
accordance with the  
delegations' policy





STATEMENT OF INTENT 2019/20

11

## STATUTORY COMPLIANCE

### BOARDS APPROACH TO GOVERNANCE

The Board of Directors currently comprises two members. All are appointed by WCC according to WCC practices. The current Board consists of:

#### Chairman

Anthony Wilson – Independent Director

#### Director

Andy Matthew – WCC Chief Financial Officer

The Board currently meets formally every two months (typically five meetings per annum). Further detail on Board practices is outlined below.

The Board supports the principles of good governance as set out in "The Four Pillars of Governance Best Practice for New Zealand Directors" (incorporating the Code of Practice for Directors), issued by the Institute of Directors in New Zealand (Inc.) in 2012.

The Board is responsible for setting the strategic direction and approving the Statement of Intent and budget, however delegates the day-to-day management of the company to the CEO and their leadership team, who are required to act in accordance with the Board's approved delegations' policy.

The Board's practices include:

- The Chair and the CEO discuss current issues on a weekly basis
- The Directors and the CEO meet monthly for a formal catch-up to discuss governance issues.
- The Board meets bi-monthly or more frequently on an as-required basis

### RISK MANAGEMENT

The company's Risk Management Policy is to actively manage risk by assessing risks on at least an annual basis, using the methodologies and practices laid down in AS/NZS ISO 31000:2009 (Risk Management). These risks are identified and actively managed under the following categories:

- a) Health and Safety
- b) Environment
- c) Asset Management
- d) Financial and Commercial

- e) Statutory and Legislation
- f) Corporate
- g) Project
- h) Operational
- i) HR
- j) IT

In each category, the effect of a risk on the business have been considered and the level of risk assessed, taking into account any controls that have been put in place. Risk mitigation actions and controls are determined such that the level of risk is considered to be As Low As Reasonably Practicable (ALARP) using the principles of eliminate, substitute, isolate or engineering controls.

WCCL regularly reviews and updates its WCCL Risk Register and currently has no risks that have an Extreme assessment. The Risk Register currently contains 2 risks that have a High Assessment and these are outlined in Appendix One.

### INSURANCE PROGRAMME

The insurance programme is a fundamental aspect of the Company's operations to ensure that where economically and practically possible, the infrastructure is insured and the Company's public liability is protected.

Currently, and we envisage for the foreseeable future, the infrastructure assets are placed in the London market and covered by a policy with Lloyds of London.

The Company also continues to maintain cash reserves to cover our maximum insurance excess.

### SHAREHOLDER DISTRIBUTIONS

The Company is always cognisant of the investment Wellington City Council, as shareholder has invested into the business when it commenced.

As such, where surplus funds permit after providing for future capital replacement programmes, the Company will consider the declaration of a dividend. As highlighted in this document, given the pending works in respect of the rolling stock replacement and associated works, and then a subsequent plan to build sufficient capital reserves for the next replacement programme, the Company does not envisage any dividends to be declared within this Statement of Intent period.



## FINANCIAL STATEMENTS & ACCOUNTING POLICIES

The budgeted financial statements of the Company for the three years to June 2022 are presented below and show continued growth in terms of Cable Car revenue for the Company.

The prior two financial years have been 'transition' years with the cessation of Trolley Bus services in Wellington, the subsequent decommissioning of the overhead network, and transfer of the pole network to Wellington City Council. This operating division of the business always operated on a break-even basis, however with the allocation of common overhead costs, the costs to be borne 100% by the Company was lower than would ordinarily be

the case. The pole network which has been transferred to Wellington City Council also provided external pole user income of approximately \$250k per annum. With that division of the business having fully ceased for the 2019/20 year, it has the result of increasing the administrative/overhead cost burden on the business which is shown in the financial projections below, with an increase in overhead costs by \$150k for the year.

Despite this increase in the cost structure of the business, and the ongoing maintenance and capital works required on the Cable Car, we have forecast for the cash reserves of the Company to increase each year, with an increase of approximately \$1m in reserves over the next 3 years. Furthermore, the budgeting model that

Company adopts is a conservative one in terms of future cost increases and would therefore expect the future years (2020/21 and 2021/22) results to be higher than previous projections, based on current assumptions.

In terms of the capital improvements which have been provided for, the attached financial statements project a spend of \$880k over the next 3 year period on capital costs, with a significant portion of these for further design and physical works on the strengthening of the tunnel portals. Given the uncertainty at this time, no costs have been provided for in respect of implementing the new integrated ticketing solution for the Wellington region, however the Company is envisaging to be part of this when implementation occurs.

**“Despite this increase in the cost structure of the business, and the ongoing maintenance and capital works required on the Cable Car, we have forecast for the cash reserves of the Company to increase each year, with an increase of approximately \$1m in reserves over the next 3 years”**

STATEMENT OF INTENT 2019/20

13

## WELLINGTON CABLE CAR LIMITED – BUSINESS PLAN

**STATEMENT OF COMPREHENSIVE INCOME**

FOR THE YEARS ENDING 30 JUNE 2020, 2021 AND 2022

	Forecast 2019 \$000	2020 Qtr 1 \$000	2020 Qtr 2 \$000	2020 Qtr 3 \$000	2020 Qtr 4 \$000	2020 Total \$000	2021 \$000	2022 \$000
<b>OVERHEAD DIVISION</b>								
Income	1,500	-	-	-	-	-	-	-
<b>Overhead Division Items Subject to Business Case to GWRC</b>								
Network Decommissioning Costs	1,500	-	-	-	-	-	-	-
<b>Total Maintenance Cost</b>	1,500	-	-	-	-	-	-	-
Depreciation	225	-	-	-	-	-	-	-
<b>Total Expenses</b>	1,725	-	-	-	-	-	-	-
<b>Overhead Overall Surplus / (Loss)</b>	(225)	-	-	-	-	-	-	-
<b>COMPANY ACTIVITIES DIVISION</b>								
Cable Car Income	3,596	602	1,082	1,306	658	3,648	3,692	3,731
Cable Car Operations	1,288	321	321	321	321	1,284	1,332	1,381
Cable Car Maintenance	810	199	199	199	199	796	837	904
Depreciation	250	63	63	63	63	252	263	249
Cable Car Expenses Subtotal	2,348	583	583	583	583	2,332	2,432	2,534
<b>Cable Car Operating Surplus / (Loss)</b>	1,248	19	499	723	75	1,316	1,260	1,197

14

WELLINGTON CABLE CAR LIMITED

WELLINGTON CABLE CAR LIMITED – BUSINESS PLAN

**STATEMENT OF COMPREHENSIVE INCOME (CONTINUED)**

FOR THE YEARS ENDING 30 JUNE 2020, 2021 AND 2022

	Forecast 2019 \$000	2020 Qtr 1 \$000	2020 Qtr 2 \$000	2020 Qtr 3 \$000	2020 Qtr 4 \$000	2020 Total \$000	2021 \$000	2022 \$000
<b>EXTERNAL ACTIVITIES</b>								
3rd Party Services Net Contribution	-	-	-	-	-	-	-	-
Sundry External Income	244	36	36	36	36	144	144	145
<b>External Activities Operating Surplus / (Loss)</b>	<b>244</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>144</b>	<b>144</b>	<b>145</b>
Administration Expenses	614	191	191	191	191	764	788	813
<b>External Activities Division Surplus / (Loss)</b>	<b>878</b>	<b>(136)</b>	<b>344</b>	<b>568</b>	<b>(80)</b>	<b>696</b>	<b>616</b>	<b>529</b>
<b>WELLINGTON CABLE CAR – TOTAL SURPLUS / (LOSS) BEFORE TAX</b>	<b>653</b>	<b>(136)</b>	<b>344</b>	<b>568</b>	<b>(80)</b>	<b>696</b>	<b>616</b>	<b>529</b>
Income Tax Expense	205	(36)	98	161	(21)	202	180	156
<b>WELLINGTON CABLE CAR – TOTAL SURPLUS / (LOSS) AFTER TAX</b>	<b>448</b>	<b>(100)</b>	<b>246</b>	<b>407</b>	<b>(59)</b>	<b>494</b>	<b>436</b>	<b>373</b>
<b>The Total Surplus / (Loss) After Tax Consists of:</b>								
Total Income	5,340	638	1,118	1,342	694	3,792	3,836	3,876
Total Expenditure	(4,892)	(738)	(872)	(935)	(753)	(3,298)	(3,400)	(3,503)
	<b>448</b>	<b>(100)</b>	<b>246</b>	<b>407</b>	<b>(59)</b>	<b>494</b>	<b>436</b>	<b>373</b>

STATEMENT OF INTENT 2019/20

15

## WELLINGTON CABLE CAR LIMITED – BUSINESS PLAN

**STATEMENT OF MOVEMENTS IN EQUITY**

FOR THE YEARS ENDING 30 JUNE 2020, 2021 AND 2022

	Notes	Forecast 2019 \$000	2020 \$000	2021 \$000	2022 \$000
Opening Equity – 1 July		10,090	10,537	11,031	11,467
Net Surplus / (Loss) for the period		447	493	437	373
Total Recognised Revenue and Expenses		447	493	437	373
Distribution to Owners	3	-	-	-	-
Closing Balance – 30 June		10,537	11,031	11,467	11,840

Represented by:

## WELLINGTON CABLE CAR LIMITED – BUSINESS PLAN

**STATEMENT OF FINANCIAL POSITION**

FOR THE YEARS ENDING 30 JUNE 2020, 2021 AND 2022

	Notes	Forecast 2019 \$000	2020 \$000	2021 \$000	2022 \$000
<b>CURRENT ASSETS</b>					
Bank	1	3,787	4,066	4,470	4,792
Inventory		-	-	-	-
Accounts Receivable		200	200	200	200
		3,987	4,266	4,670	4,992
<b>FIXED ASSETS</b>	2	7,650	7,840	7,717	7,768
<b>TOTAL ASSETS</b>		11,637	12,106	12,387	12,760
<b>CURRENT LIABILITIES</b>					
Accounts Payable / Accruals		350	325	170	170
Current Portion of Term Loan		-	-	-	-
		350	325	170	170



16

WELLINGTON CABLE CAR LIMITED

WELLINGTON CABLE CAR LIMITED – BUSINESS PLAN

**STATEMENT OF FINANCIAL POSITION (CONTINUED)**

FOR THE YEARS ENDING 30 JUNE 2020, 2021 AND 2022

	Notes	Forecast 2019 \$000	2020 \$000	2021 \$000	2022 \$000
<b>NON CURRENT LIABILITIES</b>					
ANZ Bank Loan		-	-	-	-
Deferred Tax Liability		750	750	750	750
Employee Retirement Gratuity		-	-	-	-
		750	750	750	750
<b>NET ASSETS</b>		10,537	11,031	11,467	11,840
<b>SHAREHOLDERS' FUNDS</b>					
<u>Represented by:</u>					
Authorised Capital					
Ordinary Shares at \$1 fully paid		7,435	7,435	7,435	7,435
Retained Earnings		3,102	3,596	4,032	4,405
		10,537	11,031	11,467	11,840

**Notes and Assumptions:**

1. Bank Balance has been taken as the balancing figure and includes any short term deposits and the Cable Car self insurance fund.
2. The 2019 balance sheet is the forecast position as at the time of completing the Statement of Intent.
3. No distribution to owners based on the Company accumulating funds for further capital replacements required however will be assessed on an annual basis.

STATEMENT OF INTENT 2019/20

17

**WELLINGTON CABLE CAR LIMITED – BUSINESS PLAN**
**STATEMENT OF CASHFLOWS**

FOR THE YEARS ENDING 30 JUNE 2020, 2021 AND 2022

	Year Ended 30 June 2019 Forecast \$000	Year Ended 30 June 2020 \$000	Year Ended 30 June 2021 \$000	Year Ended 30 June 2022 \$000
<b>Cash flows from operating activities</b>				
<u>Cash was received from:</u>				
Operating receipts	5,412	3,695	3,786	3,827
Interest received	50	96	50	50
<u>Cash was disbursed to:</u>				
Payments to suppliers and employees	(5,212)	(2,870)	(3,112)	(3,099)
Net cash inflow / (outflow) from operating activities	250	921	724	778
<b>Cash flows from investing activities</b>				
<u>Cash was received from:</u>				
Investments	-	-	-	-
Sales of fixed assets	-	-	-	-
<u>Cash was applied to:</u>				
Purchases of fixed assets	(229)	(440)	(140)	(300)
Net cash inflow / (outflow) from investing activities	(229)	(440)	(140)	(300)
<b>Cash flows from financing activities</b>				
<u>Cash was received from:</u>				
Term Loan	-	-	-	-
<u>Cash was applied to:</u>				
Payment of Dividend	-	-	-	-
Term Loan	-	-	-	-
Payment of Tax	-	-	-	-
Subvention Payment	(356)	(202)	(180)	(156)
Net cash inflow / (outflow) from financing activities	(356)	(202)	(180)	(156)
Net increase / (decrease) in cash held	(335)	279	404	322
Opening cash balance	4,122	3,787	4,066	4,470
Closing cash balance	3,787	4,066	4,470	4,792

18

WELLINGTON CABLE CAR LIMITED

## **STATEMENT OF ACCOUNTING POLICIES**

FROM JUNE 2018 FINANCIAL STATEMENTS

### **Reporting Entity**

These are the financial statements of Wellington Cable Car Limited. Wellington Cable Car Limited is a company wholly owned by Wellington City Council and is registered under the Companies Act 1993. It is a Council Controlled Organisation (CCO) as defined by Section 6 of the Local Government Act 2002 and is domiciled in New Zealand.

The primary objective of the Wellington Cable Car Limited is to provide goods or services for the community or social benefit rather than making a financial return. Accordingly, Wellington Cable Car Limited has designated itself as a public benefit entity for Financial Reporting Purposes.

The financial statements are for the year ended 30 June 2018 and were approved by the Board of Directors on 1 October 2018.

### **Basis of Preparation**

These financial statements have been prepared on the basis that the company is a going concern and has the continuing support of its shareholders. Based on the continuing financial support of its shareholders, the company would satisfy the solvency requirements of the Companies Act 1993.

### **Statement of Compliance**

The financial statements of Wellington Cable Car Limited have been prepared in accordance with the reporting requirements of the Companies Act 1993 and the Local Government Act 2002.

The financial statements have been prepared in accordance with Tier 2 PBE accounting standards. The company is eligible to report as a Tier 2 reporting entity with reduced disclosures on the basis that it does not have public accountability and is not large.

The financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand (NZ GAAP) and they comply with PBE accounting standards.

Other accounting policies set out below have been applied consistently to all periods presented in these financial statements.

### **Measurement Base**

The financial statements of Wellington Cable Car Limited have been prepared on an historical cost basis, except where modified by the revaluation of trolley bus overhead lines.

The information is presented in New Zealand dollars. Rounding of amounts is to the nearest dollar.

### **Changes in Accounting Policies**

There have been no changes in accounting policies during the current financial year.

**STATEMENT OF ACCOUNTING POLICIES (CONTINUED)**

FROM JUNE 2018 FINANCIAL STATEMENTS

**Specific Accounting Policies**

In the preparation of these financial statements, the specific accounting policies are as follows:

**(a) Judgements and Estimations**

The preparation of financial statements requires judgements, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, revenue and expenses.

Where material, information on the major assumptions is provided in the relevant accounting policy or will be provided in the relevant note.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised when the revision affects only that period. If the revision affects both current and future periods, it is reflected in the current and future periods.

Judgements that have significant effect on the financial statements and estimates with a significant risk of material adjustment in the next year are discussed in the relevant notes and highlighted below:

- The net realisable value of inventory in respect of The Trolley Bus division has been estimated at salvage value using recognised market values existing at balance date.
- The value of the pole network has been estimated at its disposal value, being nil. The basis of this being the expected transfer value.

**(b) Property, Plant & Equipment****Recognition**

Property, plant and equipment consist of operational assets. Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits over the total life of an existing asset and can be measured reliably. Costs that do not meet the criteria for capitalisation are expensed.

Property, plant and equipment is shown at cost, less accumulated depreciation and impairment losses.

**Measurement**

Property, plant and equipment are initially recorded at cost.

The initial cost of property, plant and equipment includes the purchase consideration and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential and that can be measured reliably is capitalised. In accordance with PBE IPSAS 17, borrowing costs are capitalised if they are directly attributable to the acquisition, construction, or production of a qualifying asset.

**Trolley Bus Overhead and Poles**

The Traction network is valued at cost less accumulated depreciation in accordance with PBE IPSAS 17, and annually reviewed for impairment to ensure its carrying value is accurately reflected.

**Cable Car Assets**

The Cable Car assets comprising the Cable Car Tracks & Wires and Cable Car Equipment are valued at cost less accumulated depreciation in accordance with PBE IPSAS 17, and annually reviewed for impairment to ensure its carrying value is accurately reflected.

**Impairment**

The carrying amounts of property, plant and equipment are reviewed at least annually to determine if there is any indication of impairment in accordance with PBE IPSAS 21 and PBE IPSAS 26. Where an asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use. Losses resulting from impairment are reported in the Statement of Comprehensive Revenue and Expense.

**Disposal**

Realised gains and losses arising from the disposal of property, plant and equipment are determined by comparing the proceeds with the carrying amount and are recognised



20

WELLINGTON CABLE CAR LIMITED

## STATEMENT OF ACCOUNTING POLICIES (CONTINUED)

FROM JUNE 2018 FINANCIAL STATEMENTS

in the Statement of Comprehensive Revenue and Expense in the period in which the transaction occurs. Any balance attributable to the disposed asset in the asset revaluation reserve is transferred to Accumulated Comprehensive Revenue and Expense.

### Depreciation

Depreciation is provided on all property, plant and equipment, except for assets under construction (work in progress). Depreciation is calculated on a straight line basis, to allocate the cost or value of the asset (less any residual value) over its useful life. The depreciation rates of the major classes of property, plant and equipment are as follows:

Cable Car Tracks & Wires	2%
Cable Car & Equipment	2%-33%
Computer Equipment	33%
Motor Vehicles	20%
Furniture & Fittings	20%
Trolley Bus Overhead Wire System & Fittings	2.5%-20%

The residual values and useful lives of assets are reviewed, and adjusted if appropriate, at each balance date.

### Work-in-progress

The cost of projects within work in progress is transferred to the relevant asset class when the project is completed. It is transferred to the relevant asset class only if it is probable that future economic benefits associated with the item will flow to Wellington Cable Car Limited and the cost of the item can be reliably measured.

### Restatement of Figures

Where appropriate, prior year figures have been restated for comparability with current years figures.

### (c) Foreign Currencies

Transactions in foreign currencies that are settled in the accounting period are translated into NZD (the functional currency) using the spot exchange rates at the dates of the transaction. Transactions in foreign currency that are not settled in the accounting period, resulting in monetary assets and liabilities denominated in foreign currencies at the Statement of Financial Position date are translated to NZD at the foreign exchange rate ruling at that date. Foreign exchange differences arising on their translation are

recognised in the Statement of Comprehensive Revenue and Expense.

### (d) Intangible Assets

Intangible assets comprise computer software which has a finite life and is initially recorded at cost less any amortisation and impairment losses. Amortisation is charged to the Statement of Comprehensive Revenue and Expense on a straight-line basis over the useful life of the asset.

Typically, the estimated useful lives of these assets are as follows:

Computer Software	3 years
-------------------	---------

Realised gains and losses arising from disposal of intangible assets are recognised in the Statement of Comprehensive Revenue and Expense in the period in which the transaction occurs. Intangible assets are reviewed at least annually to determine if there is any indication of impairment. Where an intangible asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. Losses resulting from impairment are reported in the Statement of Comprehensive Revenue and Expense.

### (e) Goods & Services Tax

These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are shown inclusive of GST. Where GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

### (f) Income Tax

Income tax expense is charged in the Statement of Comprehensive Revenue and Expense in respect of the current year's results. Income tax on the surplus or deficit for the year comprises current and deferred tax.

Current tax is the expected tax payable on the taxable revenue for the year, using tax rates enacted or substantively enacted at the balance sheet date, and any adjustment to tax payable in respect of previous periods.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses.

**STATEMENT OF ACCOUNTING POLICIES (CONTINUED)**

FROM JUNE 2018 FINANCIAL STATEMENTS

Deferred tax is provided using the balance sheet liability method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and amounts used for taxation purposes. The amount of deferred tax provided is based on the expected manner of realisation or settlement of the carrying amount of assets and liabilities, using tax rates enacted or substantively enacted at balance date. Deferred income tax assets are recognised to the extent that it is probable that future taxable surplus will be available against which the temporary differences can be utilised.

**(g) Inventories**

Wellington Cable Car Limited's inventory comprises of items held in respect of maintaining and operating the Cable Car (in prior years this also included the maintaining and operating the Overhead Trolley Bus network). In accordance with PBE IPSAS 12, all inventory has been valued at the lower of cost using the weighted average cost formula or net realisable value.

**(h) Leases****Operating Leases**

Leases where the lessor effectively retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under these leases are expensed in the Statement of Comprehensive Revenue and Expense in the period in which they are incurred. Payments made under operating leases are recognised in the Statement of Comprehensive Revenue and Expense on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Revenue and Expense as an integral part of the total lease payment.

**(i) Statement of Cash Flow**

The Statement of Cash Flow has been prepared using the direct approach.

Operating activities include cash received from all revenue sources of the company and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets. Financing activities relate to activities that change the equity and debt capital structure of the company.

**(j) Related Parties**

Related parties arise where one entity has the ability to affect the financial and operating policies of another through the presence of control or significant influence. Related parties also include key management personnel or a close member of the family of any key management personnel.

Directors' remuneration is any money, consideration or benefit received, receivable or otherwise made available, directly or indirectly, to a Director during the reporting period. Directors' remuneration does not include reimbursement of legitimate work expenses or the provision of work-related equipment such as cell phones and laptops.

**(k) Financial Instruments**

Wellington Cable Car Limited classifies its financial assets and financial liabilities according to the purpose for which the investments were acquired. Management determines the classification of its investments at initial recognition and re-evaluates this designation at every reporting date.

**Trade and other receivables**

Trade and other receivables are recorded at their fair value, less any provision for impairment. A provision for impairment is established where there is objective evidence that the company will not be able to collect all amounts according to the original terms of receivable. The amount of the provision is the difference between the asset's carrying amount and the present value of estimated future cash flows discounted using effective interest method. Receivables with a short duration are not discounted.

**Cash and cash equivalents**

Cash and cash equivalents comprise cash balances and call deposits with up to three months maturity from the date of acquisition. These are recorded at their fair value.

**Short Term Investments**

Short term investments comprise an ANZ term deposit that is invested for a period of less than 12 months. This is recorded at its fair value.

**Trade and other payables**

Short term payables are recorded at face value.

22

WELLINGTON CABLE CAR LIMITED

## **STATEMENT OF ACCOUNTING POLICIES (CONTINUED)**

FROM JUNE 2018 FINANCIAL STATEMENTS

### **(l) Revenue**

Wellington Cable Car Limited derives revenue from the cable car passenger service with fares being the sole source of income along with a minor amount of income from merchandise sales.

Additional revenue is received from Greater Wellington Regional Council in relation to the operation of the Traction Network (to 31 October 2017) and thereafter to decommission the network. There are also pole occupancy licences in place in relation to third parties with equipment attached to the Traction Network.

Revenue is recognised when billed or earned on an accrual basis. The non-exchange revenue consists of the funding for the operation and decommissioning of the Trolley Bus Network which is received from Greater Wellington Regional Council.

### **(m) Grants**

The trolley bus overhead wiring system funding is from contract payments by the Greater Wellington Regional Council.

Grants are recognised as revenue when received, unless conditions apply. Any grants for which conditions apply under the grant agreement are carried as liabilities until all the conditions have been fulfilled.

### **(n) Expenses**

Expenses are recognised when the goods or services have been received on an accrual basis.

### **(o) Employee Benefit liabilities**

Provisions for employee benefits, being holiday leave and other employee entitlements are recognised as a liability when benefits are earned but not paid.

Holiday leave is calculated on an actual entitlement basis at the greater of the average or current hourly earnings in accordance with sections 16(2) and 16(4) of the Holidays Act 2003.



## APPENDIX ONE: RISK REGISTER

### (HIGH RESIDUAL RISKS ONLY)

Risk ID #	0019	0029
Hazard Title	Damage to Cable Car by general public (anytime including after hours)	Physical violence to staff by general public
Risk Items	<ol style="list-style-type: none"> <li>1. Disruption to Cable Car services</li> <li>2. Damage to property</li> <li>3. Injuries to public</li> </ol>	<ol style="list-style-type: none"> <li>1. Mental and physical ill health of employees and passengers</li> <li>2. Disruption to Cable Car services</li> </ol>
Risk Causes	1. Unauthorised entry to Cable Car premises by public. Likely to be elevated at certain times of the year due to seasonal and large events.	1. Public under the influence of drugs or alcohol
Risk Effects	<ol style="list-style-type: none"> <li>1. Vandalism/damage to Cable Car property</li> <li>2. Disruption to Cable Car services</li> <li>3. Injuries to general public</li> </ol>	<ol style="list-style-type: none"> <li>1. Stress and possible physical violence to driver and passengers</li> <li>2. Disruption to Cable Car services</li> <li>3. Minor damage to Cable Car and property</li> </ol>
Risk Controls	<ol style="list-style-type: none"> <li>1. Cars locked at night</li> <li>2. Monitored camera surveillance and alarms inside both Kelburn and Lambton Terminals</li> <li>3. Both Kelburn and Lambton Terminals locked at night</li> <li>4. Isolating transformer used to supply mains power to strip</li> <li>5. Driver's pre-test run inspection conducted</li> <li>6. Sprinkler system at Kelburn to deter trespassers</li> <li>7. Fence installed at Kelburn (below the Control Room).</li> <li>8. Trespass signage installed between Salamanca and Kelburn</li> <li>9. Drivers have right to refuse entry on cars and lower station</li> <li>10. Drivers have radio communications and access to Security staff</li> <li>11. Security guards on site during events which may attract anti-social behaviour</li> <li>12. Scenario training on how to manage challenging situations provided to staff bi-annually</li> <li>13. A security camera has been installed on each cable car</li> </ol>	<ol style="list-style-type: none"> <li>1. Drivers have right to refuse entry on cars and lower station</li> <li>2. Drivers have radio communications and access to Security staff</li> <li>3. Security guards on site during events which may attract anti-social behaviour</li> <li>4. Scenario training on how to manage challenging situations provided to staff bi-annually</li> <li>5. A security camera has been installed on each cable car</li> </ol>
Pre-Controls Probability	Almost Certain	Possible
Pre-Controls Impact	Major	Major
Pre-Controls Risk Rating	Extreme	High
Probability	Possible	Possible
Impact	Moderate	Moderate
Risk Rating	High	High
Categories	Plant and Equipment	Health & Safety















## CONTENTS

CONTENTS .....	2
OUR INTENT IN 2019-20.....	4
COUNCIL'S EXPECTATIONS.....	5
OPERATING ENVIRONMENT UPDATE .....	9
NATURE AND SCOPE OF EXPERIENCE WELLINGTON'S ACTIVITIES .....	10
PERFORMANCE MEASUREMENT .....	11
BOARD'S APPROACH TO GOVERNANCE .....	16
COUNCIL RELATIONSHIP PRINCIPLES .....	17
MANAGEMENT, ORGANISATIONAL HEALTH, CAPABILITY AND RISK ASSESSMENT .....	18
APPENDIX 1: FORECAST FINANCIAL STATEMENTS .....	20
APPENDIX 2: ACCOUNTING POLICIES.....	26
DIRECTORY .....	31

This Statement of Intent (SOI) reflects the relationship and interest that the Wellington City Council (Council) has in Experience Wellington as a Council Controlled Organisation and our contribution to Council's vision for the future of Wellington. Specifically, it responds to Council's expectations as set out in its Letter of Expectations of 19 December 2018 (see pages 5-8), and outlines our strategic plans (page 4) and performance targets (pages 11-15) for the next three years with detailed focus on the financial period 1 July 2019 to 30 June 2020.

To achieve the best results for Wellington we will continue to work with Council and other Council Controlled Organisations WellingtonNZ, Wellington Zoo, ZEALANDIA, and the Wellington Cable Car Company), other local visitor experiences, the Museum of New Zealand Te Papa Tongarewa, tertiary education partners and relevant national organisations.

**Wellington City Council is our principal funder.** They own the buildings that we operate our visitor experiences in, with the exception of Capital E which Council provides a rental subsidy for. Council will provide around 66% of our operational budget in 2019-20 with the other 34% coming from fundraising and trading revenues.

We have a contract with **Creative New Zealand** that supports the delivery of the Capital E National Theatre for Children and the biennial Capital E National Arts Festival for Children. The learning experiences we offer are supported through **Ministry of Education Learning Experiences Outside the Classroom (LEOTC)** contracts. We also regularly receive support from the **City Gallery Wellington Foundation** for City Gallery's programme. The **Carter Observatory Trust** supports our fundraising activities for Space Place.

*Cover Image: A young Gavin Hipkins fan at 'This Is New Zealand' opening, March 2018, City Gallery Wellington.*



## Engaged Curious Communities



**We are:**

**Working with and for Wellington to create remarkable art, culture and science experiences that generate vitality: enriching the city we love.**

**Our Values are:**



**Connected:** We work together to deepen our engagement with, and relevance to, the communities we serve.



**Quality First:** We set ourselves high standards prioritising what will make a real difference to Wellington.



**Boldness:** We are agile, proactive and use innovation and creativity to achieve the best outcomes for our city.



**Leading:** We commit to providing an environment in which a high performing organisation culture will flourish.



Experience Wellington – Statement of Intent 2019-20 **3**

### OUR INTENT IN 2019-20

**OUR FOCUS** is to continue to enrich the city we love by telling Wellington's stories through the city's amazing cultural assets and through every exhibition, public event, and children's live or film production that we produce and present. We welcome Council's focus on arts and culture and we will work closely with Council and other arts and culture organisations to make Wellington the undisputed cultural capital of New Zealand.

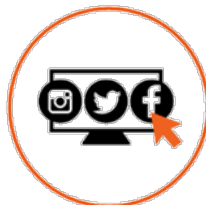
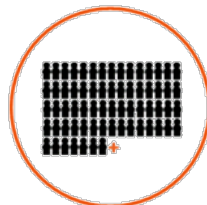
Our reach, organisation effectiveness and commitment to Te Tiriti o Waitangi priorities will be advanced in 2019-20 by:



- Securing a permanent home for Capital E Nōku Te Ao.
- Confirming the master plan for Wellington Museum Te Waka Huia o Ngā Taonga Tuku Iho and being ready for building works in 2020-21.
- Securing the rights for City Gallery Wellington Te Whare Toi to present our third high profile exhibition in 2020-21.
- Encouraging all staff to have basic competency in Te Reo and Tikanga Māori.
- Developing an organisation culture based on whanaungatanga.
- Continuing to improve business systems that support our business activities.
- Increasing revenue from fundraising.
- Achieving a break-even budget or better.
- Demonstrating our commitment to reducing our carbon footprint.

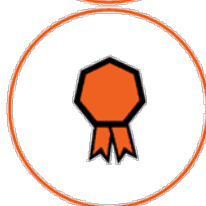
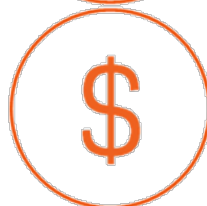
**OUR PERFORMANCE** is measured by our Key Result Indicators (KRI). In 2019-20 we expect to:

Attract over 660,000 on-site visitors to our experiences, 6% of which will be children and young people visiting for a learning experience.



Expand our reach via our websites and social media channels to engage with a further 280,000 visitors.

Raise \$3.9m (34%) of our operating costs from trading initiatives and fundraising.



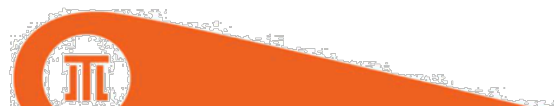
Be highly rated by our visitors for the quality of their visitor experience at our institutions, with a 90% approval rating.

**OUR FINANCIAL PERFORMANCE** forecasts a break-even budget after fully-funding depreciation. The 2019-20 Budget is based on the following key assumptions:

- We will receive \$7,482,835 from Council (exclusive of cash underwrites) for the operation of Experience Wellington inclusive of Space Place Te Ara a Whānui Ki Te Rangi, representing a 2% increase on our base-line funding received in 2018-19.
- Our 2019-20 non-Council revenue target of just under \$3.9 million represents an increase on our 2018-19 forecast.
- We remain committed to achieving a break-even budget after fully-funding depreciation.

The Forecast Financial Statements are provided in Appendix 1 (pages 20-25). Accounting policies are provided in Appendix 2 (pages 26-30).

**OUR CHALLENGES** during 2019-20 are to achieve our budget and to resolve our accommodation uncertainties.





**COUNCIL'S EXPECTATIONS**

Outlined in the left-hand column below are Council's expectations for Experience Wellington during 2019-20, as stated in the Letter of Expectations. The right-hand column below is drawn from our 2019-29 Strategic Plan, showing the alignment of our 2019-20 focus areas with Council's expectations.

<b>Council's Expectations</b>	<b>Experience Wellington's Response</b>
Support Council's Te Taihū Te Reo Māori Policy	<p>Our Priority Project, <i>ensuring a Māori dimension in all Experience Wellington plans and activities and in what visitors see, feel and experience</i>, contributes to Council's aspiration to be a Te Reo Māori city by 2040.</p> <p>In 2019-20 we will continue to build the Te Reo Māori capabilities of our staff through training and will progressively introduce Te Reo Māori signage and communication.</p>
Continue working closely with WellingtonNZ <sup>1</sup> to promote Experience Wellington's activities.	<p>We will continue to share information on future plans and to work closely with the team at WellingtonNZ to promote visitor experiences and to increase out-of-region visitation and reach.</p>
Make a strong contribution towards the achievement of Council's aims as per the 2018-28 Long-Term Plan, the Capital of Culture, and relevant Council Strategies.	<p>Our purpose is to work with and for Wellington to create remarkable art, culture and science experiences that generate vitality, enriching the city we love. See page 10 for highlights from our 2019-20 visitor experience programme.</p> <p>In 2019-20 we will confirm plans for the Wellington Museum development, a project which has Council's support through a \$10m commitment in the Long-Term Plan. The project will complete earthquake strengthening and the redevelopment of the visitor experience which started in 2015 with the opening of <i>The Attic</i>. This project will build Wellington Museum's role within the region as the teller of Wellington's stories, including an authentic Māori dimension.</p> <p>A third exhibition in City Gallery's high value international contemporary art programme will be staged in 2020-21; the first two exhibitions in the programme were <i>Cindy Sherman</i>, presented in 2016-17; and <i>Eva Rothschild: Kosmos</i> and <i>Semiconductor: The Technological Sublime</i>, presented in 2018-19. Both were made possible with the assistance of Council and WellingtonNZ through the City Growth Fund/Major Events Fund.</p> <p>This programme enhances Wellington's and City Gallery's reputation as a destination for contemporary art lovers.</p> <p>Space Place will mark its 10<sup>th</sup> anniversary as a dedicated visitor experience in April 2020. The 2017-18 review of Space Place has highlighted the need for visitor experience refreshment and we will work with Council to establish a programme of exhibition and asset renewal.</p> <p>Through our programme of activity at Capital E we are committed to working with Council to achieve a Child Friendly City.</p> <p>Our Children and Young People Strategy and our Access and Inclusion Strategy are integral to our organisation effectiveness.</p> <p>We will continue to progress our Environmental Sustainability goals as well.</p>

<sup>1</sup> Previously known as WREDA – the Wellington Regional Economic Development Agency. Rebranded in 2019 to WellingtonNZ.



Increase the visibility of the relationship with Council.	We will complete an audit of building signage and all external communication channels to ensure Council is credited appropriately as owner and principal funder. We will expect also to incorporate Council's Te Tauihu Te Reo Māori Policy as changes are implemented.
Performance Measures align with Council's own reporting framework.	Performance measures for the reporting period are provided on pages 11-15.  By 30 June 2019 we will have completed a review of the way we monitor audience profile and developed new tools to help us programme and communicate more responsively with those who already engage with us and to enable us to build new audiences. This is part of our strategy to improve the effectiveness of our engagement with communities and to help assess the contribution we are making to Wellington's value proposition.
Participate in Council's review of the Leisure Card programme during 2019-20.	We welcome the opportunity to contribute to the review of the Leisure Card programme.
Consider expanding school holiday offerings to Wellington children and caregivers, subject to demand and commercial considerations.	We remain committed to our Children and Young People Strategy and our purpose is to make growing up in the capital city full of opportunities to play, create and interact, with access to facilities and experiences that are for, by, with and between children and young people. Our vision is that the children and young people who encounter us feel safe, welcomed, included and important.  Our experiences are open during the school holidays, and in 2019-20 we will run engaging holiday programmes for children and young people at Capital E and Space Place as part of our wider offering of activities and experiences for this audience group. At Wellington Museum and City Gallery we will work closely with independently-organised holiday programmes.
Articulate the plans for delivering a programme of international art exhibitions, noting that these would likely require funding support from the City Growth or Major Event Funds.	During 2019-20 we will prepare the communications and secure the funding for the next high profile exhibition, which will be presented 2020-21.  We will work closely with Council and WellingtonNZ to present a long-term programme of exhibitions and secure a long-term funding commitment from the City Growth and/or Major Event Funds to support this programme.
Seek to mitigate the impacts from the Te Ngākau Civic Square earthquake strengthening works to ensure that City Gallery maintains a strong programme and contribution to Wellington.	We have an exciting programme of exhibitions and events planned for City Gallery during 2019-20 with the aim of attracting visitation in spite of the construction activity happening on Te Ngākau Civic Square.  We will continue to consult with Council about the Te Ngākau Civic Square works and our strategies for mitigating their impact on visitation to City Gallery.
Seek to mitigate the impacts from Council's decision to close the Central Library.	The closure of the Central Library building presents challenges and opportunities for Experience Wellington and we will work closely with Council and the Library Services Team to support efforts to continue Central Library services whilst the building is closed.
Seek opportunities to proactively contribute to the Decade of Culture including the cornerstone Matariki event.	We are committed to working with cultural sector colleagues to coordinate and leverage cultural celebrations including the annual Matariki festival and other cultural events that have helped to define Wellington's standing as the arts capital of New Zealand.  The Wellington Museum development, City Gallery's international exhibition programme and the opening of a permanent home for Capital E will provide further opportunities to celebrate Wellington's love for the arts.



Discuss the key strategic findings of the review of Space Place and how these are being addressed.	Following the recommendations of the Space Place Review, we will work with Council to establish a programme of exhibition and asset renewal, to ensure that Space Place's business model continues to grow visitation and revenue, with a renewed visitor experience that widens the offer to more visitors.
Maintain alignment with Council's Living Wage remuneration policy.	We are committed to the Living Wage Policy and we implemented the 2018-19 Living Wage adjustment with Council's assistance. We also aligned relativity adjustments with Council's Remuneration Policy as it applied to the implementation of the Living Wage. We have assumed a 2% increase in personnel cost for the planning period.
Collaborate with the Wellington Cable Car Company and ZEALANDIA to continue to improve the overall visitor experience in the Kelburn Precinct at the top of the Cable Car.	<p>We will continue to liaise with all our Council Controlled Organisation (CCO) colleagues, and especially with ZEALANDIA and the Wellington Cable Car Company to contribute where possible to further improving the overall experience in the Kelburn precinct at the top of the cable car.</p> <p>Our priority project, <i>The Look Out! Pukehinau</i> (Cable Car Precinct and Surrounds), is a collaboration/partnership vehicle to engage with the other organisations operating in the Cable Car Precinct. So far through this initiative we have celebrated the 115<sup>th</sup> anniversary of the Cable Car's first journey with <i>Cable Car Hoopla</i>; with Council's Property Team, we refurbished the Thomas King Observatory for public use, including trialling an artist in residence programme; and contributed to the Botanic Garden's 150<sup>th</sup> Birthday celebrations.</p>
Update Council on its progress toward developing its business case for the proposed seismic strengthening and exhibition upgrades of Wellington Museum as signalled in the 2018-28 Long-Term Plan.	<p>A process has been agreed with Council regarding the development and presentation of the business case which we expect will confirm timing of Council's funding for the project.</p> <p>In 2019-20 we will confirm the master plan describing building fit-out, complete the building consent process, and award contracts to commence the building works in 2020-21.</p> <p>Fundraising for the development project will be a major focus of 2019-20.</p>
Contribute to the Regional Waste Management and Minimisation Plan goal of reducing waste to landfill by one third.	We are putting measures in place to reduce our waste output and we look forward to working with Council to develop and implement a waste management plan for Experience Wellington which contributes to the goal of reducing waste to landfill by one third.
Contribute to the goals outlined in <i>Te Atakura, the First to Zero</i> plan once it has been finalised.	We are committed to becoming a Carbon Zero certified organisation within the next ten years. During 2019-20 we will begin the process of attaining CEMARS accreditation and we will ensure we work with Council to contribute to the goals outlined in <i>Te Atakura, the First to Zero</i> once it has been finalised.
Work with Council to develop further strategies to manage resilience challenges.	We will work with Council to develop further strategies to manage resilience challenges during 2019-20. The completion of earthquake strengthening at Wellington Museum will be completed in early 2022.



### **Governance**

The Board aspires to be a leading governance group with the safety and wellbeing of our people of the upmost importance. The Board is confident that it will comply with Council's expectations regarding legislative compliance and in particular the Health and Safety at Work Act 2015.

Our legislative compliance schedule is reviewed annually by the Board and our compliance is closely monitored through a rolling audit programme.

Our health and safety goal is a zero harm culture and our Key Result Indicator is no notifiable incidents. We have adopted systems and processes to ensure our Health and Safety compliance and we work closely with Council to ensure that our approach is consistent with its expectations. This is particularly relevant in the context of building management where our Health and Safety obligations overlap.

The Sections on the Board's Approach to Governance (page 16) and Management, Organisational Health, Capability and Risk Assessment (pages 18-19) cover these expectations in more detail.



### **OPERATING ENVIRONMENT UPDATE**

#### **Access to our Visitor Experiences**

- We will work closely with Council to mitigate access issues to Te Ngākau Civic Square and to City Gallery Wellington Te Whare Toi as the earthquake strengthening of the Town Hall and other construction projects get underway.
- We will work closely with Council and the Library Services Team to mitigate the impacts from the closure of the Central Library building.
- We will plan to keep disruption to access to a minimum as we plan the redevelopment of Wellington Museum Te Waka Huia o Ngā Taonga Tuku Iho.
- We will work with Council on the inclusion of Capital E in a reimagined Te Ngākau Civic Square.

#### **Funding Sources**

- We expect to continue to diversify our revenue base and a key aspect of this is fundraising. While grant funding continues to be a significant funding source to meet programming costs we are committed to building our capability in personal giving through loyalty programmes including our legacy giving programme.
- The use of new technology, online fundraising options and ensuring that our business systems are fit for purpose are important aspects of our fundraising approach.
- We will continue to explore corporate sponsorship opportunities particularly in the context of high profile programming and major capital developments.

#### **Stakeholders and Partners**

- We continue to develop relationships with stakeholders and organisations particularly in the development of visitor experiences. The partnerships which result contribute to our organisation's success and bring new experiences to Wellington. The Wellington Museum development has provided further opportunity to work closely with Mana Whenua which will help us build organisation capability and result in a richer Māori dimension within the visitor experience.

#### **Sector Activity**

- We monitor trends and activities within the arts and culture sector in New Zealand and overseas, looking for opportunities to increase our reach and revenue.

#### **Technology**

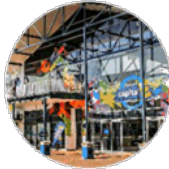
- We continue to strive to be in a position to take advantage of the growth in new technologies in order to improve organisation effectiveness including to enhance our reach and relevance to the communities we serve.





### NATURE AND SCOPE OF EXPERIENCE WELLINGTON'S ACTIVITIES

Experience Wellington's purpose is *working with and for Wellington to create remarkable art, culture and science experiences that generate vitality: enriching the city we love* and with our vision, *Engaged Curious Communities* defines our value proposition and how we contribute to Wellington's liveability and prosperity.



**Capital E Nōku Te Ao** responds to the need for Wellington and New Zealand to foster confident, creative, capable citizens who can be architects of their own future.

**City Gallery Wellington Te Whare Toi** leads the conversation about contemporary art in New Zealand.



**Wellington Museum Te Waka Huia o Ngā Taonga Tuku Iho\*** shares the stories and objects of Wellington.

**Space Place Te Ara a Whānui Ki Te Rangi** transports visitors from Wellington to outer space.



**Cable Car Museum** encourages visitors to explore and share the technology, history and experience of Wellington's Cable Car.

**Nairn Street Cottage** illustrates the story of Wellington through the Wallis family.



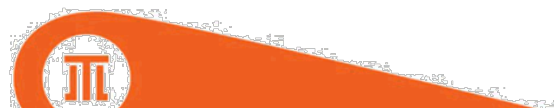
We will present a full visitor experience programme in 2019-20 which will include:

- City Gallery Wellington presenting the much awaited survey exhibition of the work of Theo Schoon; a partnership with the Ian Potter Gallery in Melbourne for an exhibition called *Eavesdropping*; and a new commissioned solo project with one of New Zealand's rising stars Fiona Connor.
- Commemorating *Tuia – Encounters 250* with a series of small exhibitions at City Gallery Wellington; and a national tour of a specially developed Capital E National Theatre for Children show featuring children's own stories of their first cultural encounters.
- Taking our Te Reo Māori Capital E/Taki Rua Theatre Company co-production of *Te Kuia me te Pungawerewere* on tour in the South Island.
- Building on the success of Capital E's inaugural *Maker Faire* with an increased focus on young makers' creativity, bringing their ideas to life.
- Joining with other city attractions in the celebration of Matariki which will include: Capital E presenting child-focussed programmes as part of Council's Matariki celebration; *Matariki Dawn* and star gazing at Space Place; the continuation of our partnership with Chamber Music New Zealand at Wellington Museum and other events aimed at showcasing Wellington during Matariki in June 2020.
- Four new planetarium shows at Space Place including: one focussed on the Moon – part of the 50<sup>th</sup> Anniversary of the first person to walk on the Moon in July 1969; and one comparing and contrasting traditional Māori and Pacific voyaging knowledge and practice with Western knowledge.

Experience Wellington cares for the recovered Plimmer's Ark timbers and Wellington city's heritage collections in storage.

We also have a management agreement with the New Zealand Cricket Museum Trust to provide in-kind support, including financial management, for the New Zealand Cricket Museum; and a management agreement with the Hannah Playhouse Trust and Wellington City Council to operate the Hannah Playhouse.

\*Including the Plimmer's Ark display in the Old Bank Arcade.



**PERFORMANCE MEASUREMENT**

We will continue to refine performance measurement over the planning period to better reflect the needs of stakeholders for information that helps to assess the contribution or impact Experience Wellington makes to Wellington's prosperity and liveability. Any changes will be made in consultation with Council.

All financial statements and targets assume that the earthquake strengthening work on the Town Hall, and the closure of the Central Library building will continue to have a negative effect on visitation over the planning period.

The planned closure of Wellington Museum for earthquake strengthening and development over an 18-month period between 2020 and 2022 has also been taken into consideration in projecting visitation and revenue generation.

**Our City***Key Result Indicators*

**City Residents' Awareness:** The number of Wellingtonians who know about our institutions as assessed through the Annual Residents' Survey conducted by Council.

Residents' Awareness	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
City Gallery Wellington	91%	95%	95%	95%	95%
Wellington Museum	93%	97%	95%	95%	95%
Capital E	81%	90%	90%	90%	90%
Cable Car Museum	95%	97%	95%	95%	95%
Space Place	90%	97%	92%	92%	92%
Nairn Street Cottage	50%	60%	54%	54%	54%

**Our Visitors***Key Result Indicators*

**Physical Visitation:** The total number of on-site visits to institutions including general public, education and function attendees. The annual target is reviewed each year and benchmarked against the average visitation for the institution during the previous three years.

Visitor Numbers	2017-18 Actual	2018-19 SOI	2019-20	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun	2020-21	2021-22
City Gallery Wellington	153,194	170,000	150,000	40,000	36,500	36,500	37,000	150,000	140,000
Wellington Museum	127,413	132,000	130,000	25,300	35,900	41,800	27,000	50,000	50,000
Capital E	113,414	157,500	70,500	21,638	19,120	12,013	17,729	115,500	80,000
Cable Car Museum	269,028	237,000	256,000	36,300	77,700	93,300	48,700	260,000	264,000
Space Place	60,441	55,000	57,000	12,800	12,700	13,800	17,700	59,000	61,000
Nairn Street Cottage	1,724	2,000	2,000	400	400	800	400	2,000	2,000
<b>Experience Wellington Total</b>	<b>725,214</b>	<b>753,500</b>	<b>665,500</b>	<b>136,438</b>	<b>182,320</b>	<b>198,213</b>	<b>148,529</b>	<b>636,500</b>	<b>597,000</b>

*Capital E will host the National Arts Festival for Children in 2018-19 and again 2020-21.*

*Capital E visitation figures from 2019-20 onwards exclude the Hannah Playhouse.*

*City Gallery visitation is effected by earthquake strengthening on the Town Hall and the closure of the Central Library. In 2020-21 we plan to present a high-value art exhibition which we expect will boost in visitation numbers.*

*It is proposed that Wellington Museum Building will be closed for a period of 18 months for earthquake strengthening from 1 July 2020.*



**Virtual Visitation:** The total number of unique user visits to institutional web/mobile sites.

Virtual Visitor Numbers	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
City Gallery Wellington	76,515	120,000	75,000	80,500	75,000
Museums Wellington	115,101	88,000	96,000	100,000	104,000
Capital E	40,719	45,000	45,500	46,000	47,000
<b>Experience Wellington Total</b>	<b>232,335</b>	<b>253,000</b>	<b>216,500</b>	<b>226,500</b>	<b>226,000</b>

**Social Media Profile:** A snapshot of Facebook friends, Instagram and Twitter followers.

Social Media Numbers	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
City Gallery Wellington	34,724	26,000	35,000	36,000	36,000
Museums Wellington	10,401	10,000	12,000	12,250	12,500
Capital E	6,905	6,250	8,000	8,500	8,250
Space Place	9,224	11,500	10,000	10,500	11,000
<b>Experience Wellington Total</b>	<b>61,254</b>	<b>53,750</b>	<b>64,500</b>	<b>67,250</b>	<b>66,750</b>

**First Time Wellington City Visitors:** The number of visitors who are residents of Wellington visiting for the first time.

*We are currently developing the tools to accurately measure this indicator and will have targets set for the 2020-21 Statement of Intent.*

**Quality of Visit:** Visitor feedback based on comfort, access, experience, knowledge gained, the friendliness of staff, the length of visit and overall enjoyment.

Quality of the Visitor Experience	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
City Gallery Wellington	88%	90%	90%	90%	90%
Wellington Museum	92%	90%	90%	90%	90%
Capital E	93%	90%	90%	90%	90%
Cable Car Museum	85%	90%	90%	90%	90%
Space Place	87%	90%	90%	90%	90%
Nairn Street Cottage	-	90%	90%	90%	90%

*There was no Visitor Satisfaction Survey completed at Nairn Street Cottage during 2017-18.*

*Capital E's Quality of Visit figures from 2019-20 onwards exclude the Hannah Playhouse.*



**Children & Young People Visiting for a Learning Experience:** The number of students (aged 0-18 years) participating in a learning experience organised by their education provider.

Learning experience visitors	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
City Gallery Wellington	3,355	4,500	4,500	4,500	4,500
Museums Wellington	7,819	7,000	7,000	7,000	4,000
Capital E	39,429	50,000	20,500	50,000	20,900
Space Place	8,192	8,250	8,250	8,250	8,250
<b>Experience Wellington Total</b>	<b>58,795</b>	<b>69,750</b>	<b>40,250</b>	<b>69,750</b>	<b>37,650</b>

Figures include LEOTC funded learning experiences as well as self-directed and outreach learning experiences.

Museums Wellington includes the Wellington Museum, Cable Car Museum and Nairn Street Cottage.

Wellington Museum will be under construction during 2021-22 so Learning Experience opportunities will be reduced.

Capital E hosted the National Arts Festival for Children in 2018-19 and will do so again in 2020-21.

Capital E Learning Experience figures from 2019-20 onwards exclude the Hannah Playhouse.

## Our Sustainability

### Key Result Indicators

**Financial Performance:** A break-even budget and fully-funded depreciation.

**Non-Council Revenue:** The total amount of revenue (net of costs) generated from non-Council sources:

- Trading includes admissions, retail, venue hire, sub-letting and interest.
- Fundraising includes donations, sponsorships, other grants and cultural grants (CNZ and MOE for LEOTC).

Trading (\$'000)	2017-18 Actual \$000	2018-19 SOI \$000	2019-20 \$000	2020-21 \$000	2021-22 \$000
City Gallery Wellington	310	307	296	300	300
Museums Wellington	909	845	837	152	250
Capital E	562	509	252	529	255
Space Place	531	542	566	578	590
<b>Sub Total</b>	<b>2,312</b>	<b>2,203</b>	<b>1,951</b>	<b>1,539</b>	<b>1,395</b>
Sub-letting, Interest & Other	236	275	206	230	230
<b>Experience Wellington Total</b>	<b>2,548</b>	<b>2,478</b>	<b>2,157</b>	<b>1,789</b>	<b>1,625</b>
Fundraising (\$'000)	2017-18 Actual \$000	2018-19 SOI \$000	2019-20 \$000	2020-21 \$000	2021-22 \$000
City Gallery Wellington	299	274	574	474	555
Museums Wellington	178	173	158	130	130
Capital E	756	1,051	858	1,058	865
Space Place	53	103	111	127	132
<b>Experience Wellington Total</b>	<b>1,286</b>	<b>1,601</b>	<b>1,701</b>	<b>1,789</b>	<b>1,682</b>

Museums Wellington includes the Wellington Museum, Cable Car Museum and Nairn Street Cottage.

Capital E will host the National Arts Festival for Children in 2020-21. Capital E Non-Council Revenue figures from 2019-20 onwards exclude the Hannah Playhouse.

The trading figures from 2020 are shown net of cost of sales.





**Spend per Visitor:** Visitor related revenue.

Spend per Visit (\$)	2017-18 Actual \$	2018-19 SOI \$	2019-20 \$	2020-21 \$	2021-22 \$
City Gallery Wellington	2.02	1.90	1.87	1.88	2.07
Museums Wellington	2.28	2.28	2.16	3.04	5.00
Capital E	4.58	3.12	3.29	3.19	3.19
Space Place	8.74	9.85	9.93	9.60	9.36

*Museums Wellington includes Wellington Museum, Cable Car Museum and Nairn Street Cottage.*

*Capital E will host the National Arts Festival for Children in 2018-19 and will do so again in 2020-21.*

*Capital E Non-Council Revenue figures from 2019-20 onwards exclude the Hannah Playhouse.*

## Our People

*Key Result Indicators*

**Health and Safety:** No notifiable incidents involving workers or visitors as defined by the Health and Safety at Work Act 2015.

Number of Notifiable Incidents	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
Experience Wellington Total	1	0	0	0	0

**Staff Satisfaction:** At least 75% of staff are engaged with the organisation as indicated through the annual Staff Engagement Survey.

Staff Satisfaction	2017-18 Actual	2018-19 SOI	2019-20	2020-21	2021-22
Experience Wellington Total	71%	75%	75%	77%	80%

## Our Heritage

*Key Result Indicators*

**Collection Development:** Our Heritage Collections contribute to our understanding of Wellington's identity; its history, art and creativity which include visitors to some of Wellington's most important heritage sites (see Visitor Number KRI).

Collection Development	2018-19 SOI	2019-20	2020-21	2021-22
New to the Collection	45	100	200	100
Collection Assessment	1,875	1,000	800	200
Collection Accessibility	7.5%	10%	10%	2%

*New to the Collection: Commissions, acquisitions or donations of an item or a collection of items that have been accessioned into the collection.*

*Collection Assessment: The number of items (individual or type e.g. lifebuoys) that are reviewed for retention or disposal.*

*Collection Accessibility: The % of the Collection that is on display, on loan, used for research purposes or accessed through other mediums such as online.*

*Wellington Museum will be under construction during 2021-22 so there will be less of the collection on public display during this time.*



### Council's Subsidy per Visit

The Council subsidy per physical visitor is calculated first by dividing the number of forecast visits into the operating grant received from Council (Table 1). Council's ownership costs such as insurance, maintenance and depreciation are then added (Table 2) to provide an estimate of the full subsidy per visit. The information regarding ownership costs is supplied by Council.

**Table 1: Operating subsidy per visit**

Subsidy per Visit (\$)	2017-18 Actual \$	2018-19 SOI \$	2019-20 \$	2020-21 \$	2021-22 \$
City Gallery Wellington	15.10	12.65	14.96	13.46	14.41
Museums Wellington	4.67	5.00	5.01	6.36	6.41
Capital E	12.22	10.76	23.35	14.54	21.40
Space Place	8.05	9.72	9.48	9.50	9.52
<b>Experience Wellington Total</b>	-	-	<b>11.24</b>	<b>11.99</b>	<b>13.04</b>

*Subsidy per Visit forecast is based on the probable percentage of the operating grant received from Council as follows:*

*City Gallery Wellington – 30%*

*Museums Wellington (Wellington Museum, Cable Car Museum and Nairn Street Cottage) – 26%*

*Capital E – 22%*

*Space Place – 4.9% plus the cash underwrite*

*Experience Wellington Executive Office – 17.1%*

*It is proposed that Wellington Museum Building will be closed for a period of 18 months for earthquake strengthening from 1 July 2020.*

*Capital E will host the National Arts Festival for Children in 2018-19 and again 2020-21.*

*Capital E visitation figures from 2019-20 onwards exclude the Hannah Playhouse.*

*The Experience Wellington Total is a new reporting measure for 2019-20 onwards.*

**Table 2: Full subsidy per visit inclusive of Council's ownership costs**

Full Subsidy per Visit (\$)	2017-18 Actual \$	2018-19 SOI \$	2019-20 \$	2020-21 \$	2021-22 \$
City Gallery Wellington	15.10	16.05	16.06	16.10	17.05
Museums Wellington	6.91	7.42	7.41	8.78	8.83
Capital E	12.22	14.91	27.50	19.04	25.90
Space Place	14.94	14.22	10.93	10.84	10.75
<b>Experience Wellington Total</b>	-	-	<b>19.64</b>	<b>20.39</b>	<b>21.44</b>

*Council's estimated ownership costs are supplied by Council.*

*Capital E will host the National Arts Festival for Children in 2018-19 and again 2020-21.*

*Capital E visitation figures from 2019-20 onwards exclude the Hannah Playhouse.*

*The Experience Wellington Total is a new reporting measure for 2019-20 onwards.*



## BOARD'S APPROACH TO GOVERNANCE

### Governance

Trustees are appointed by Council and are standard-bearers for our vision. They are responsible for setting the strategic direction and approving the Statement of Intent and the Strategic Plan. The Board monitors organisational performance, the organisation's on-going viability and the maintenance of its competitiveness. It delegates the day-to-day operation to the Chief Executive, who reports to the Board.

The Board meets no fewer than nine times per year and operates three committees which review relevant matters prior to consideration by the full Board. These are the Audit and Risk (A&R) Committee, the Chief Executive Performance and Remuneration (CEP&R) Committee, and the People Performance and Safety (PPS) Committee. In addition, the Board will convene *ad hoc* working groups to consider specific issues. Guidance in specialist areas is also provided as appropriate.

### Board Committees

**Audit and Risk (A&R) Committee** assists the Board in carrying out its duties in regard to financial reporting, risk management and legislative compliance.

**Chief Executive Performance and Remuneration (CEP&R) Committee** to advise the Chair in connection with the performance and remuneration of Experience Wellington's Chief Executive.

**People, Performance and Safety (PPS) Committee** provides guidance and support to the Chief Executive in a Human Resources context and assists the Board to meet its due diligence responsibilities regarding Experience Wellington's compliance with Health and Safety legislation.

### Board Membership

Trustee	Term Expires	Committees
Jackie Lloyd, Chair	30 June 2020	Chair CEP&R and <i>ex officio</i> of PPS and A&R
Diane Calvert	31 October 2019	A&R
Rachel Farrant	30 June 2019	Chair A&R and member of CEP&R
Jane Wrightson	31 December 2021	Chair PPS and member of CEP&R

It is anticipated that Council will appoint an additional Trustee to the Experience Wellington Board during 2019.

### Board Performance

The Board strives to meet best practice governance standards and will undertake an annual review of the overall Board, individual Trustees and the Chair's performance and report to the Chief Executive of Council by 30 September 2019.

The Board may appoint a Future Director if the opportunity arises.



***COUNCIL RELATIONSHIP PRINCIPLES***

The principles governing the relationship with Council as our primary stakeholder include:

- Operating on a “no surprises” basis so that any significant event that may impact on either party is brought to their attention as soon as it can be reasonably done.
- Open and frank communication will occur between Experience Wellington and Council.
- Provide advice to Council on the management and development of museums, art galleries, space science and other relevant services within Wellington.
- Full disclosure of information will be provided to Council from Experience Wellington as deemed necessary by Council to ensure its interests are upheld.
- Disclosing within the Experience Wellington’s Strategic Plan any significant transactions that are planned.





## **MANAGEMENT, ORGANISATIONAL HEALTH, CAPABILITY AND RISK ASSESSMENT**

### **Management**

Experience Wellington provides strategic leadership and centralised management and accountability for visitor experiences delivered through institutions. Our corporate values: *Connected, Quality First, Boldness* and *Leading* are the quadrants of our balanced scorecard and describe the strategies, performance monitoring and reporting that together describe how we wish to go about our business and how we measure performance and success. Central to this is the ability to create and sustain an operating environment that supports the achievement of a high performing organisation that encourages staff to strive for excellence.

Reporting to the Chief Executive are three Directors who have responsibility for our visitor experience outputs, the Finance Manager, the Manager People and Capability, the Strategic Fundraising Manager, the Executive Support Manager and the Buildings Manager/Health and Safety Coordinator. The organisation chart follows:



### **Organisational Health and Wellbeing**

Critical to achieving our vision and supporting Council's vision is the talent and experience of our staff.

Staff induction, training, regular communication and celebrations of success reinforce our team spirit. We seek feedback annually on key factors relating to organisation performance including vision and values, sense of community, leadership, communication, learning and development, performance and rewards, working relationships and health and safety. We also have an active Health and Safety Committee.



### **Capability**

Our commitment to presenting thought-provoking and entertaining visitor experiences relies on our staff who bring to their work: leadership; strategic thinking; knowledge of heritage collections, art, science and creativity; commitment to audiences; networks and contacts; and professional standards.

We are a highly motivated organisation and rely on our workforce to be flexible and to go the extra mile. Our Executive Team is highly experienced in their respective fields.

Training and professional development is a priority and an annual resource is set aside for this purpose.

We are committed to the principle of collaboration and shared services and we are committed to working with Council, its associated organisations, and sector partners.

### **Risk Management and Business Continuity**

Our Risk Profile is reviewed regularly and identifies events and or circumstances and the impact that these have on our operation using a system that ranks the probability and level of impact of the event. It includes risk management strategies such as recovery plans for specific events which carry high risk values.

Our ability to continue to operate following a major event will depend on factors outside of our control such as the extent of material damage to buildings and the continuation of Council funding.

We acknowledge that under the Health and Safety at Work Act 2015 we share Person Conducting a Business or Undertaking (PCBU) responsibilities with Council with regard to Council buildings we manage and occupy.

Assessed risks which carry a lower risk value tend to be within our operational purview with the exception of risks associated with buildings maintenance and plant performance issues which are Council's responsibility. Building and plant issues that are likely to impact on business continuity or present a risk to health and safety of workers and visitors are immediately brought to Council's attention.

A business continuity plan is in development.

### **Insurance**

We have adequate insurance cover to meet specific business needs and deductibles are in line with generally accepted risk management principles and affordability.



**APPENDIX 1: FORECAST FINANCIAL STATEMENTS**

Forecast 30-Jun-19	STATEMENT OF FINANCIAL PERFORMANCE Experience Wellington Total (\$'000)	Budget Qtr to 30-Sep-19	Budget Qtr to 31-Dec-19	Budget Qtr to 31-Mar-20	Budget Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
<b>Revenue</b>								
1,905	Trading Income (Net)	284	356	410	367	1,417	1,669	1,332
7,336	Council Operating Grant	1,870	1,871	1,871	1,870	7,482	7,631	7,784
1,769	Council Rental Grant	442	442	442	443	1,769	1,769	1,769
1397	Grants	335	310	277	390	1,312	1,407	1,397
239	Sponsorships and Donations	33	67	62	227	389	382	286
42	Investment Income	15	6	15	6	42	50	55
468	Other Income	41	41	41	215	338	489	499
13,156	<b>Total Revenue</b>	3,020	3,093	3,118	3,518	12,749	13,396	13,122
<b>Expenditure</b>								
6,237	Employee Costs	1,560	1,558	1,557	1,558	6,233	6,261	6,379
1,339	Council Rent	335	335	334	335	1,339	1,399	1,399
2,538	Exhibitions & Programmes	667	447	406	695	2,215	2,682	2,337
633	Marketing & Promotions	187	126	123	153	589	635	576
1,255	Occupancy Costs (excluding Council Rent)	297	295	296	299	1,187	1,220	1,225
119	Communication Costs	31	31	31	31	124	112	113
85	Trustee Fees & Expenses	22	21	21	22	86	88	90
159	Technology Costs	37	38	40	43	158	172	164
85	Professional Fees	19	19	20	19	77	80	90
202	Administration Expenses	47	54	50	51	202	208	210
548	Depreciation	138	138	138	136	550	550	550
0	Interest	0	0	0	0	0	0	0
13,200	<b>Total Expenditure</b>	3,340	3,062	3,016	3,342	12,760	13,407	13,133
(44)	<b>Net Surplus/(Deficit) before Taxation</b>	(320)	31	102	176	(11)	(11)	(11)
Taxation Expense								
(44)	<b>Net Surplus/(Deficit)</b>	(320)	31	102	176	(11)	(11)	(11)
(0.33%)	<b>Operating Margin</b>	(10.60%)	1.00%	3.27%	5.00%	(0.09%)	(0.08%)	(0.09%)



Forecast 30-Jun-19	STATEMENT OF FINANCIAL PERFORMANCE Experience Wellington excl. Space Place (\$'000)	Budget Qtr to 30-Sep-19	Budget Qtr to 31-Dec-19	Budget Qtr to 31-Mar-20	Budget Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
<b>Revenue</b>								
1,409	Trading Income	157	228	282	240	907	1,149	802
6,975	Council Operating Grant	1,778	1,779	1,779	1,778	7,114	7,256	7,401
1,769	Council Rental Grant	442	442	442	443	1,769	1,769	1,769
1,295	Other Grants	308	282	250	362	1,202	1,295	1,283
238	Sponsorships and Donations	33	66	62	227	388	367	267
42	Investment Income	15	6	15	6	42	50	55
294	Other Income	41	41	41	41	164	315	325
12,022	<b>Total Revenue</b>	2,774	2,844	2,871	3,097	11,586	12,200	11,902
<b>Expenditure</b>								
5,395	Employee Costs	1,346	1,344	1,343	1,344	5,377	5,388	5,488
1,339	Council Rent	335	335	334	335	1,339	1,399	1,399
2,442	Exhibitions & Programmes	643	422	381	671	2,117	2,568	2,220
541	Marketing & Promotions	164	102	100	129	495	540	480
1,182	Occupancy Costs (excluding Council Rent)	276	274	275	278	1,103	1,146	1,149
109	Communication Costs	28	28	29	29	114	101	101
85	Trustee Fees & Expenses	22	21	21	22	86	88	90
157	Technology Costs	36	38	39	43	156	165	159
85	Professional Fees	19	19	20	19	77	80	90
183	Administration Expenses	42	49	45	47	183	186	187
537	Depreciation	135	135	135	134	539	539	539
0	Interest	0	0	0	0	0	0	0
12,055	<b>Total Expenditure</b>	3,046	2,767	2,722	3,051	11,586	12,200	11,902
(33)	<b>Net Surplus/(Deficit) before Taxation</b>	(272)	77	149	46	0	0	0
Taxation Expense								
(33)	<b>Net Surplus/(Deficit)</b>	(272)	77	149	46	0	0	0
(0.27%)	<b>Operating Margin</b>	(9.81%)	2.71%	5.19%	1.49%	0.00%	0.00%	0.00%





Forecast 30-Jun-19	STATEMENT OF FINANCIAL PERFORMANCE Space Place (S'000)	Budget Qtr to 30-Sep-19	Budget Qtr to 31-Dec-19	Budget Qtr to 31-Mar-20	Budget Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
<b>Revenue</b>								
496	Trading Income (Net)	127	128	128	127	510	520	530
361	Council Operating Grant	92	92	92	92	368	375	383
0	Council Rental Grant	0	0	0	0	0	0	0
102	Other Grants	27	28	27	28	110	112	114
1	Sponsorships and Donations	0	1	0	0	1	15	19
0	Investment Income	0	0	0	0	0	0	0
174	Other Income	0	0	0	174	174	174	174
1,134	<b>Total Revenue</b>	246	249	247	421	1,163	1,197	1,220
<b>Expenditure</b>								
842	Employee Costs	214	214	214	214	856	873	891
0	Council Rent	0	0	0	0	0	0	0
96	Exhibitions & Programmes	24	25	25	24	98	114	117
92	Marketing & Promotions	23	24	23	24	94	95	96
73	Occupancy Costs (excluding Council Rent)	21	21	21	21	84	74	76
10	Communication Costs	3	3	2	2	10	11	12
0	Trustee Fees & Expenses	0	0	0	0	0	0	0
2	Technology Costs	1	0	1	0	2	7	5
0	Professional Fees	0	0	0	0	0	0	0
19	Administration Expenses	5	5	5	4	19	22	23
11	Depreciation	3	3	3	2	11	11	11
0	Interest	0	0	0	0	0	0	0
1,145	<b>Total Expenditure</b>	294	295	294	291	1,174	1,208	1,231
(11)	<b>Net Surplus/(Deficit) before Taxation</b>	(48)	(46)	(47)	130	(11)	(11)	(11)
Taxation Expense								
(11)	<b>Net Surplus/(Deficit)</b>	(48)	(46)	(47)	130	(11)	(11)	(11)
(0.97%)	<b>Operating Margin</b>	(19.51%)	(18.47%)	(19.03%)	30.88%	(0.95%)	(0.93%)	(0.94%)



Forecast 30-Jun-19	STATEMENT OF FINANCIAL POSITION (\$'000)	Budget Qtr to 30-Sep-19	Budget Qtr to 31-Dec-19	Budget Qtr to 31-Mar-20	Budget Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
<b>Shareholder/Trust Funds</b>								
2,123	Share Capital/Settled Funds	2,123	2,123	2,123	2,123	2,123	2,123	2,123
0	Revaluation Reserves	0	0	0	0	0	0	0
478	Restricted Funds	478	478	478	478	478	478	478
1,869	Retained Earnings	1,549	1,580	1,682	1,858	1,858	1,847	1,836
4,470	<b>Total Shareholder/Trust Funds</b>	4,150	4,181	4,283	4,459	4,459	4,448	4,437
<b>Current Assets</b>								
40	Cash and Bank	40	40	40	40	40	40	40
600	Accounts Receivable	600	600	600	600	600	600	600
150	Other Current Assets	150	150	150	150	150	150	150
790	<b>Total Current Assets</b>	790	790	790	790	790	790	790
<b>Investments</b>								
790	Deposits on Call	3,080	475	2,805	790	790	790	790
0	Other Investments	0	0	0	0	0	0	0
790	<b>Total Investments</b>	3,080	475	2,805	790	790	790	790
<b>Non-Current Assets</b>								
4,500	Fixed Assets	4,500	4,500	4,500	4,500	4,500	4,500	4,500
0	Other Non-current Assets	0	0	0	0	0	0	0
4,500	<b>Total Non-current Assets</b>	4,500	4,500	4,500	4,500	4,500	4,500	4,500
6,080	<b>Total Assets</b>	8,370	5,765	8,095	6,080	6,080	6,080	6,080
<b>Current Liabilities</b>								
1310	Accounts Payable and Accruals	2320	1254	1912	1321	1321	1,332	1,343
300	Other Current Liabilities	1900	330	1900	300	300	300	300
1,610	<b>Total Current Liabilities</b>	4,220	1,584	3,812	1,621	1,621	1,632	1,643
<b>Non-Current Liabilities</b>								
0	Loans - WCC	0	0	0	0	0	0	0
0	Loans - Other	0	0	0	0	0	0	0
0	Other Non-Current Liabilities	0	0	0	0	0	0	0
0	<b>Total Non-Current Liabilities</b>	0	0	0	0	0	0	0
4,470	<b>Net Assets</b>	4,150	4,181	4,283	4,459	4,459	4,448	4,437
0.98	<b>Current Ratio</b>	0.92	0.80	0.94	0.97	0.97	0.98	0.98
0.73	<b>Equity Ratio</b>	0.50	0.73	0.53	0.73	0.73	0.73	0.73



Forecast 30-Jun-19	STATEMENT OF CASH FLOWS (\$'000)	Budget Qtr to 30-Sep-19	Budget Qtr to 31-Dec-19	Budget Qtr to 31-Mar-20	Budget Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
<b>Cash provided from:</b>								
1,905	Trading Receipts	284	356	410	367	1,417	1,990	1,483
9,105	WCC Grants	4,625	0	4,626	0	9,251	9,400	9,553
1397	Other Grants	335	310	277	390	1,312	1,407	1,397
239	Sponsorships and Donations	33	67	62	227	389	260	285
42	Investment Income	15	6	15	6	42	50	55
468	Other Income	41	41	41	215	338	489	499
13,156		5,333	780	5,431	1,205	12,749	13,597	13,272
<b>Cash applied to:</b>								
6,237	Payments to Employees	1,560	1,558	1,557	1,558	6,233	6,361	6,488
6,203	Payments to Suppliers	945	1,779	1,006	1,586	5,316	6,034	5,579
140	Net GST Cash Flow	400	(90)	400	(60)	650	652	655
0	Interest Paid	0	0	0	0	0	0	0
12,580		2,905	3,247	2,963	3,084	12,199	13,047	12,722
576	<b>Total Operating Cash Flow</b>	2,428	(2,467)	2,468	(1,879)	550	550	550
<b>Investing Cash Flow</b>								
<b>Cash provided from:</b>								
0	Sale of Fixed Assets	0	0	0	0	0	0	0
0	Other	0	0	0	0	0	0	0
<b>Cash applied to:</b>								
626	Purchase of Fixed Assets	138	138	138	136	550	550	550
0	Other	0	0	0	0	0	0	0
626		138	138	138	136	550	550	550
(626)	<b>Total Investing Cash Flow</b>	(138)	(138)	(138)	(136)	(550)	(550)	(550)
<b>Financing Cash Flow</b>								
<b>Cash provided from:</b>								
0	Drawdown of Loans	0	0	0	0	0	0	0
0	Other	0	0	0	0	0	0	0
<b>Cash applied to:</b>								
0	Repayment of Loans	0	0	0	0	0	0	0
0	Other	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0
0	<b>Total Financing Cash Flow</b>	0	0	0	0	0	0	0
(50)	<b>Net Increase/(Decrease) in Cash Held</b>	2,290	(2,605)	2,330	(2,015)	0	0	0
880	<b>Opening Cash Equivalents</b>	830	3,120	515	2,845	830	830	830
830	<b>Closing Cash Equivalents</b>	3,120	515	2,845	830	830	830	830



Forecast 30-Jun-19	CASH FLOW RECONCILIATION (\$'000)	Budget Qtr to 30-Sep-19	Budget Qtr to 31-Dec-19	Budget Qtr to 31-Mar-20	Budget Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
(44)	<b>Operating Surplus/(Deficit) for the Year</b>	(320)	31	102	176	(11)	(11)	(12)
<b>Add Non-Cash Items:</b>								
548	Depreciation	138	138	138	136	550	550	550
0	Other	0	0	0	0	0	0	0
504		(182)	169	240	312	539	539	538
<b>Movements in Working Capital</b>								
41	(Increase)/Decrease in Receivables	0	0	0	0	0	0	0
(9)	(Increase)/Decrease in Other Current Assets	0	0	0	0	0	0	0
10	Increase/(Decrease) in Accounts Payable	1,010	(1,066)	658	(591)	11	11	12
30	Increase/(Decrease) in Other Current Liabilities	1,600	(1,570)	1,570	(1,600)	0	0	0
72		2,610	(2,636)	2,228	(2,191)	11	11	12
<b>Net Gain/(Loss) on Sale:</b>								
0	Fixed Assets	0	0	0	0	0	0	0
0	Investments	0	0	0	0	0	0	0
576	<b>Net Cash Flow from Operations</b>	2,428	(2,467)	2,468	(1,879)	550	550	550





## APPENDIX 2: ACCOUNTING POLICIES

### Significant Accounting Policies

The following accounting policies which have a material effect on the measurement of results have been adopted by Experience Wellington.

#### 1. Reporting entity

The Wellington Museums Trust Incorporated, trading as Experience Wellington, is registered as a charitable entity under the Charities Act 2005. It is a Council Controlled Organisation (CCO) in terms of the Local Government Act 2002.

The financial statements of Experience Wellington includes the activities of the following business units - the Wellington Museums Trust Incorporated, Wellington Museum, City Gallery Wellington, Capital E including Hannah Playhouse, Nairn Street Cottage, the Wellington Cable Car Museum, and Space Place at Carter Observatory. In the projected period from 2019-20 onwards.

The principal activity of Experience Wellington is to develop and manage Institutions and to operate them for the benefit of the residents of Wellington and the public generally. For the purposes of financial reporting, Experience Wellington is a public benefit entity (public sector).

Experience Wellington has no intention of subscribing for, purchasing or otherwise acquiring shares in any other company or other organisation.

#### 2. Basis of preparation

##### a) Statement of compliance and basis of preparation

The financial statements have been prepared in accordance with New Zealand Generally Accepted Accounting Practice (NZGAAP). They comply with Tier 2 PBE Accounting Standards (Public Sector) and disclosure concessions have been applied.

Experience Wellington has elected to report in accordance with Tier 2 PBE Accounting Standards (Public Sector) on the basis that it does not have public accountability and has total annual expenses of equal to or less than \$30 million.

##### b) Basis of measurement

The financial statements are prepared on the historical cost basis.

##### c) Presentation currency

These financial statements are presented in New Zealand dollars (\$).

#### 3. Significant accounting policies

The accounting policies set out below will be applied consistently to all periods presented in the financial statements.

##### a) Property, plant and equipment

Items of property, plant and equipment are stated at cost, less accumulated depreciation and impairment losses.

##### (i) Subsequent costs

Subsequent costs are added to the carrying amount of an item of property, plant and equipment when that cost is incurred if it is probable that the future economic benefits embodied with the item will flow to Experience Wellington and the cost of the item can be measured reliably. All other costs are recognised in surplus/ (deficit) as an expense as incurred.



**(ii) Depreciation**

Depreciation is charged to surplus/ (deficit) using the straight line method. Depreciation is set at rates that will write off the cost or fair value of the assets, less their estimated residual values, over their useful lives. The estimated useful lives of major classes of assets and resulting rates are as follows:

▪ Computer equipment	33% SL
▪ Office and equipment	25% SL
▪ Motor vehicles	20% SL
▪ Building Fittings	5%-25% SL
▪ Collections & artefacts	Not depreciated

The residual value of assets is reassessed annually.

**b) Collections and artefacts**

Collections are artefacts that are of cultural or historical importance. A substantial amount of Experience Wellington's Collections were acquired on 29 February 1996 from the Wellington Maritime Museum Trust (WMMT) with others added either as gifts or purchases since 1996. Collections are carried at historic cost as assessed at the time of transfer from the WMMT. All subsequent acquisitions to the collections are recorded at cost if purchased. Where an asset is acquired through a non-exchange transaction, its cost is measured at its fair value as at the date of acquisition. Where the fair value of the assets is not able to be reliably measured, they are recorded at nil. Because the useful life of the collections is indeterminate they are not depreciated.

An external valuation of the Collections from an independent valuer is obtained on a periodic basis to ensure that the carrying value of the Collections that are held at cost does not exceed their fair value.

The Trustees obtained a valuation at 30 June 2014 and have confirmed that the carrying value at 30 June 2016 is appropriate and that no impairment has occurred.

**c) Intangible assets**

**Computer software**

Software applications that are acquired by Experience Wellington are stated at cost less accumulated amortisation and impairment losses.

Amortisation is recognised in surplus/ (deficit) on a straight-line basis over the estimated useful lives of intangible assets, from the date that they are available for use. The estimated useful lives for the current and comparative periods are as follows:

▪ Computer software	33% SL
---------------------	--------

**d) Trade and other receivables**

Trade and other receivables are measured at their cost less impairment losses.

**e) Inventories**

Inventories (merchandise) are stated at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business, less the estimated costs of completion and selling expenses.

Cost is based on the first-in first-out principle and includes expenditure incurred in acquiring the inventories and bringing them to their existing location and condition.

**f) Cash and cash equivalents**

Cash and cash equivalents comprise cash balances and call deposits.



**g) Impairment**

The carrying amounts of Experience Wellington's assets other than inventories are reviewed at each balance date to determine whether there is any indication of impairment. If any such indication exists, the assets recoverable amount is estimated.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable service amount. The recoverable service amount is the higher of an asset's fair value less costs to sell and value in use.

Value in use is determined using an approach based on either a depreciated replacement cost approach, restoration cost approach, or a service units approach. The most appropriate approach used to measure value in use depends on the nature of the impairment and availability of information.

If an asset's carrying amount exceeds its recoverable service amount, the asset is regarded as impaired and the carrying amount is written-down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is also recognised in the surplus or deficit.

**h) Employee benefits**

**Long service leave:** Experience Wellington's net obligation in respect of long service leave is the amount of future benefit that employees have earned in return for their service in the current and prior periods. The obligation is calculated using the projected unit credit method and is discounted to its present value. The discount rate is the market yield on relevant New Zealand government bonds at the Balance Sheet date.

**i) Provisions**

A provision is recognised when Experience Wellington has a present legal or constructive obligation as a result of a past event, and it is probable that an outflow of economic benefits will be required to settle the obligation. If the effect is material, provisions are determined by discounting the expected future cash flows at a pre-tax discount rate that reflects current market rates and, where appropriate, the risks specific to the liability.

**j) Trade and other payables**

Trade and other payables are stated at cost.

**k) Revenue**

**(i) Funding**

Experience Wellington's activities are supported by grants, sponsorship, admissions and other trading activities. Grants received that have an obligation in substance to return the funds if conditions of the grant are not met are initially recognised as a liability and revenue is recognised only when the services are performed or conditions are fulfilled.

Funds received that have no such obligation attached and merely a restriction imposed on the use of funds, are recognised as revenue when they become available.

**(ii) Services provided**

Revenue from services rendered is recognised in profit or loss in proportion to the stage of completion of the transaction at the reporting date. Income is recognized as the service is provided (e.g. exhibition run). Where exhibitions are not scheduled to run until the following fiscal year, revenue is deferred and amortized to income throughout the period of the exhibition.

**(iii) Donations**

Cash donations from the community are recognized in the Income Statement at the point at which they are receipted into Experience Wellington's bank account.



**(iv) Sale of merchandise**

Revenue from the sale of merchandise is recognised in surplus/ (deficit) when the significant risks and rewards of ownership have been transferred to the buyer. No revenue is recognised if there are significant uncertainties regarding recovery of the consideration due, associated costs or the possible return of the merchandise, or where there is continuing management involvement with the merchandise.

**l) Expenses****(i) Operating lease payments**

Payments made under operating leases are recognised in surplus/ (deficit) on a straight-line basis over the term of the lease. Lease incentives received are recognised in surplus/ (deficit) over the lease term as an integral part of the total lease expense.

**(ii) Finance income and expenses**

Finance income comprises interest income. Interest income is recognised as it accrues, using the effective interest method.

Finance expenses comprise interest expense on borrowings. All borrowing costs are recognised in surplus/ (deficit) using the effective interest method.

**m) Availability of future funding**

Experience Wellington is reliant on the Wellington City Council for a large part of its income and operates under a Funding Deed with the Council. The Funding Deed is for a period of three years and is extended annually for a further year subsequent to the initial 3 year term.

If Experience Wellington was unable to continue in operational existence for the foreseeable future, adjustments may have to be made to reflect the fact that assets may need to be realized other than at the amounts stated in the balance sheet. In addition, Experience Wellington may have to provide for further liabilities that might arise, and to reclassify property, plant and equipment as current assets.

**n) Income tax**

Experience Wellington is registered as a Charitable Trust and is exempt from income tax. Experience Wellington is not exempt from indirect tax legislation such as Goods and Services Tax, Fringe Benefit Tax, PAYE or ACC and accordingly it is required to comply with these regulations.

**o) Goods and services tax**

All amounts are shown exclusive of Goods and Services Tax (GST), except for receivables and payables that are stated inclusive of GST.

**4. Ratio of Total Assets: Liabilities**

- Experience Wellington prefers to remain debt-free.
- Debt may not be raised to finance operating expenses.
- Experience Wellington has a policy ratio of total assets to total liabilities of 3:1.

**5. Activities for which compensation from Council is sought**

Experience Wellington seeks funding of \$7,482,835 for the core operation including Space Place at Carter Observatory and an accommodation rental subsidy of \$1,769,323 for the 2019-20 financial year and an extension of the Wellington Museums Trust Funding Deed executed on 28 October 1999 in accordance with clause 5.2 of the Deed.





**6. Ratio of Shareholders' funds to total assets**

Based on the forecasted Statement of Financial Position as at 30 June 2019 the ratio of shareholders' funds to total assets is 0.73 and this is maintained in the forecasted Statement of Financial Position as at 30 June 2020.

**7. Significant Obligations/Contingent Liabilities**

Experience Wellington currently holds no cash reserves to meet operational requirements and to mitigate risks.

Experience Wellington has no contingent liabilities.

**8. Distribution to Settlor**

Experience Wellington does not make a distribution to the Settlor.



**DIRECTORY****Experience Wellington Executive Office**

Level 8, AMI Plaza, 342 Lambton Quay  
PO Box 893, Wellington  
P: 04 471 0919  
E: [experience@experiencewellington.org.nz](mailto:experience@experiencewellington.org.nz)  
[www.experiencewellington.org.nz](http://www.experiencewellington.org.nz)

**City Gallery Wellington Te Whare Toi**

Te Ngākau Civic Square  
101 Wakefield Street  
PO Box 893, Wellington  
P: 04 913 9032  
E: [citygallery@experiencewellington.org.nz](mailto:citygallery@experiencewellington.org.nz)  
[www.citygallery.org.nz](http://www.citygallery.org.nz)

**Capital E Nōku Te Ao**

4 Queens Wharf  
PO Box 893, Wellington  
P: 04 913 3740  
E: [capitale@experiencewellington.org.nz](mailto:capitale@experiencewellington.org.nz)  
[www.capitale.org.nz](http://www.capitale.org.nz)

**Space Place Te Ara a Whānui Ki Te Rangi**

Botanic Gardens  
PO Box 893, Wellington  
P: 04 910 3140  
E: [spaceplace@experiencewellington.org.nz](mailto:spaceplace@experiencewellington.org.nz)  
[www.museumswellington.org.nz/space-place](http://www.museumswellington.org.nz/space-place)

**Wellington Museum Te Waka Huia o Ngā Taonga Tuku Iho**

The Bond Store, Queens Wharf  
PO Box 893, Wellington  
P: 04 472 8904, F: 04 496 1949  
E: [museumswellington@experiencewellington.org.nz](mailto:museumswellington@experiencewellington.org.nz)  
[www.museumswellington.org.nz/wellington-museum](http://www.museumswellington.org.nz/wellington-museum)

**Cable Car Museum**

1 Upland Road  
PO Box 893, Wellington  
P: 04 475 3578  
E: [cablecar@experiencewellington.org.nz](mailto:cablecar@experiencewellington.org.nz)  
[www.museumswellington.org.nz/cable-car-museum](http://www.museumswellington.org.nz/cable-car-museum)

**Nairn Street Cottage**

68 Nairn Street  
PO Box 893, Wellington  
P: 04 384 9122  
E: [cottage@experiencewellington.org.nz](mailto:cottage@experiencewellington.org.nz)  
[www.museumswellington.org.nz/nairn-street-cottage](http://www.museumswellington.org.nz/nairn-street-cottage)

**Plimmer's Ark Galleries**

Old Bank Arcade (timbers *in situ*)

**Hannah Playhouse**

12 Cambridge Terrace  
PO Box 893, Wellington  
P: 04 894 7412  
E: [kathiyw@experiencewellington.org.nz](mailto:kathiyw@experiencewellington.org.nz)  
[www.hannahplayhouse.org.nz](http://www.hannahplayhouse.org.nz)

**New Zealand Cricket Museum Ngā Taonga Kirikiti**

The Old Grandstand, Basin Reserve  
PO Box 578, Wellington  
P: 04 385 6602  
E: [cricket@experiencewellington.org.nz](mailto:cricket@experiencewellington.org.nz)  
<http://nzcricketmuseum.co.nz/>

*Note: the New Zealand Cricket Museum is closed from January 2019 while earthquake strengthening work is completed on the Museum Stand at the Basin Reserve. The refurbished (and earthquake strengthened) Museum is expected to re-open in early 2020.*



## Our Experiences





**Wellington Regional Stadium Trust  
Statement of Trustees Intent  
For the year ending 30 June 2020**

Registered Office: Westpac Stadium  
Waterloo Quay  
Wellington

Chair: John Shewan

Chief Executive: Shane Harmon

The Wellington Regional Stadium Trust (the Trust) was established by the Wellington Regional Council (Stadium Empowering) Act 1996. The Settlers of the Trust are the Wellington City Council and the Greater Wellington Regional Council.

The Trust is not a Council Controlled Organisation, for the purposes of the Local Government Act 2002. However, the interest that ratepayers have in the Trust and its activities is understood and accordingly the Trustees have agreed to be subject to the reporting requirements and monitoring procedures of both Councils.

May 2019





## 1. INTRODUCTION

The financial year ending 30 June 2020 will be a very active year for the Trust, highlighted by a full events calendar and ongoing improvements to the Stadium.

In 2018 the Trust refreshed its strategic priorities, which are centred on the following areas:

1. Deliver great customer experiences
2. Grow commercial revenues
3. Invest in and improve our facilities
4. Value our people, our community and our stakeholders
5. Operate a safe building
6. Operational excellence
7. Attract and deliver world class events
8. Sustainability

Matters raised in Letters of Expectation from both Wellington City Council and Greater Wellington Regional Council are addressed in the Statement of Intent.

The Trust expects that the Stadium will be New Zealand's most utilised stadium in 2020 as has been the case in recent years.

The Trust derives a diverse range of recurring revenue streams, including from naming rights. Securing a new naming rights partner from January 2020 is a priority.

Over the next twelve months the Trust, with the support of Wellington City Council, will continue to upgrade the internal concourse. This follows the first stage of the concourse upgrade which saw the removal of some of the steel cladding to bring natural light and the city's wonderful vista into the Stadium.

The Trust continues to enjoy a collaborative and supportive relationship with the Greater Wellington Regional Council (GWRC) and Wellington City Council (WCC) as well as the Wellington Regional Economic Development Agency (WREDA).



## **2. STRATEGIC DIRECTION**

### **a) CORE PURPOSE**

The objectives of the Wellington Regional Stadium Trust as set out in the founding Trust Deed are as follows:

- To own, operate and maintain the Stadium as a high quality multi-purpose sporting and cultural venue;
- To provide high quality facilities to be used by rugby, cricket and other sports codes, musical, cultural and other users including sponsors, event and fixture organisers and promoters so as to attract to the Stadium high quality and popular events for the benefit of the public of the region; and
- To administer the Trust's assets on a prudent commercial basis so that the Stadium is a successful, financially autonomous community asset.

The Councils have also established general objectives for the Trust. These are that it should:

- Adopt a partnership approach in dealing with the Councils and their associated entities;
- Have a regional focus where this is appropriate;
- Appropriately acknowledge the contribution of the Councils;
- Achieve maximum effectiveness and efficiency of, and concentrated focus on service delivery;
- Operate at better than breakeven after depreciation expense.

The Trust meets all the general objectives of the Councils noting that the overriding requirement of the Trust Deed means that the Trust must generate sufficient profit to repay loans and finance capital expenditure.

### **Alignment with Council's Policies and Strategies**

In 2011 WCC developed a 2040 Strategy setting out its vision for the city. The Trust fully supports these policies and strategies and contributes directly to the priority areas set out including the Economic Development Strategy, the Event Policy and the Digital Strategy.

WRST's plans support both Council's long terms plans as outlined below.

### **Wellington City Council's Long-Term Plan (2015-2025)**

The Trust is fully supportive of WCC's long term plans. In particular the Trust identifies the following that provide strong synergies with the Stadium's plans:

1. A longer airport runway: bringing in more international visitors, and enhancing business and education connections.

The Stadium will be a beneficiary of a longer runway through increased visitor numbers for major events. In addition a longer runway removes one of the impediments for major artists visiting Wellington, as staging and equipment often has to be transported via road from Auckland.

2. Screen and tech industries: supporting smart and sustainable economic growth.



The Stadium is using Wellington based Eyemagnet to deliver internet protocol television (IPTV) and content management to the WiFi services. Spark provides its connected stadium platform. Technology is playing an increasing role in the Stadium's operations and in enhancing the event day experience.

3. New and improved venues for music, sport, and conventions

The Trust is very supportive of the proposed investment in sports and events infrastructure.

The proposed Wellington Convention Centre and a new indoor arena will complement the Stadium's current offerings.

The Trust is also supportive of ongoing investment in the Basin Reserve. It is important that both venues continue to support and complement each other, and that investment ensures growth in the number of events and overall attendances in Wellington as opposed to displacement of existing events within the region.

4. Reigniting our sense of place through events and public space improvements

The Trust applauds the commitment to increase funding for major events. A partnership driven approach to attracting and securing the right events for Wellington is vital. The Trust commits to being an active partner in this strategy.

**Greater Wellington Regional Council's Long Term Plan**

The Trust supports GWRC's Long Term Plan, in particular those plans which improve public transport infrastructure and encourage the use of public transport.

The Trust actively encourages patrons to utilise public transport while attending events at the Stadium.

The Trust monitors green-house gas emissions. In 2018/19 the Trust has been exploring various options of reducing waste and in particular single use plastic.

**b) OPERATING ENVIRONMENT UPDATE**

The operating environment remains positive for the Trust, albeit with a number of challenges.

The past few years have boasted a strong events calendar. The events outlook for 2019/20, while still a work in progress, looks positive as the Trust in partnership with WREDA, continues to work on attracting events.

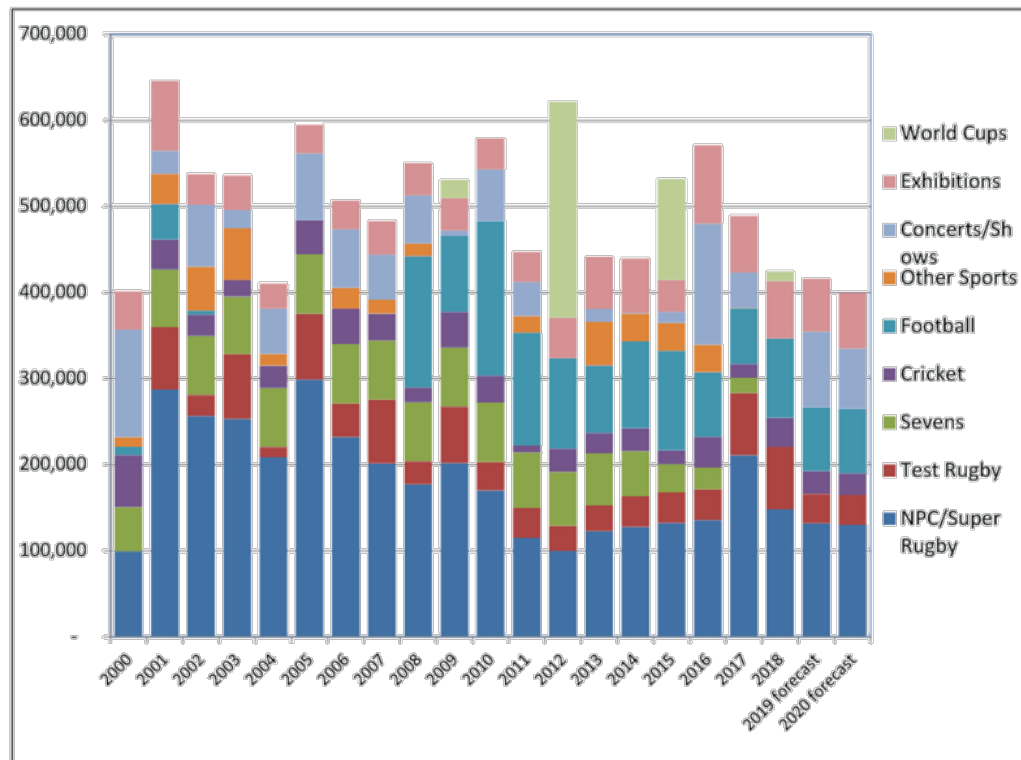
The Trust's focus lies particularly on those events that will fill the Stadium and generate economic return for the region.

The ongoing focus on capital expenditure to enhance the facility and improve the patron experience will see borrowings and therefore interest on borrowings increase. Depreciation will also increase as a result. The insurance environment remains extremely challenging. The Trust has experienced significant increases in premiums since 2016 and is not anticipating any respite in the upcoming year.

## Westpac | STADIUM

Despite these challenges the Trust expects to operate with positive cash flows, enabling continued investment in the facility.

The following table highlights aggregate crowds by event type since the Stadium opened.

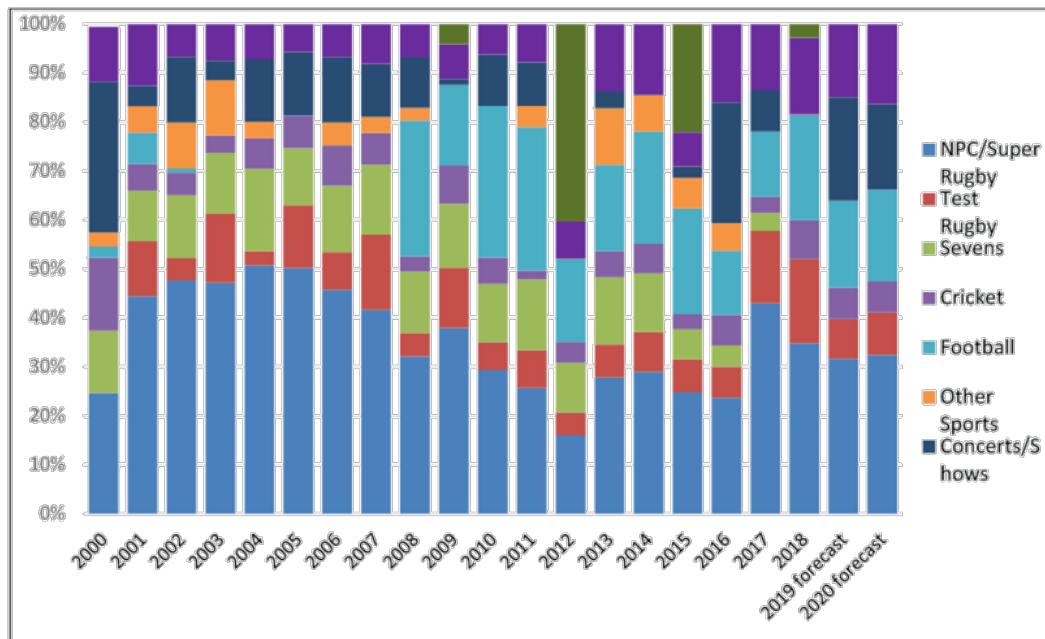


The mix of events has changed significantly, and the Stadium is no longer reliant on any one code or event for its attendances.

The following table highlights the diverse mix of attendances over the years as a percentage of the overall attendance in any given year.



## Westpac | STADIUM



### c) STRATEGIC FRAMEWORK

The Trust's objectives are:

1. To be viewed by the residents of the region and other stakeholders as a valued and essential asset.
2. To operate the best stadium venue in New Zealand measured by:
  - Satisfaction of hirers
  - Patron satisfaction
  - Event calendar and diversity
  - Calibre of international events held
  - Environmental impact
  - Relationship with our neighbours
  - Adherence to world's best practice
3. To remain financially autonomous
4. To provide a full and balanced event calendar to patrons
5. To maintain and enhance the facility to the standard of international best practice
6. To be a good employer and provide personal development opportunities to employees
7. To provide and maintain a safe and healthy working environment for employees, visitors and all persons using the premises as a place of work



The board undertakes a strategic planning day in March/April each year to reassess priorities and strategic direction.

### 3. NATURE AND SCOPE OF ACTIVITIES

The nature and scope of the Trust's activities are dictated in the first instance by the Trust Deed, settled with both Councils.

To meet its obligations under its Trust Deed, the Trust identifies the key objectives of:

- Presenting a full and balanced event calendar;
- Maintaining and enhancing the facility;
- Achieving a level of profitability that finances continuing capital expenditure and meets debt reduction obligations.

The Board and management have taken a longer term view of the Stadium's business.

In line with the obligations listed above under its Trust Deed, in 2018 the Trust has recently refreshed its strategic priorities centred on the following areas:

1. Deliver great customer experiences
2. Grow commercial revenues
3. Invest in and improve our facilities
4. Value our people, our community and our stakeholders
5. Operate a safe building
6. Operational excellence
7. Attract and deliver world class events
8. Sustainability

For the 2019/20 year the Trust's focus is on the following areas as outlined in the Letters of Expectations:

#### 1. Support Wellington City Council's Te Tauihu Te Reo Maori Policy

As the concourse upgrade continues the Trust will seek ways to incorporate Te Reo into wayfinding and other signage. Hosting Te Matatini in 2019 provided the Trust with an excellent opportunity to increase the use and visibility of Te Reo at the Stadium.

#### 2. Ensuring the Stadium is a safe and harassment-free environment for all staff, contractors and attendees.

The Trust has engaged the services of the Sexual Abuse Prevention Network to facilitate a workshop at the Stadium for staff and contractors. This workshop helps support staff to identify unsafe situations and know how to act safely to help keep the venue safe and fun for all patrons. The initial training is aimed at permanent staff of the Stadium as well as its key contractors. In coming months this will be rolled out to casual staff, particularly team leaders and duty managers.

In 2019 we increased the visibility of channels through which patrons may contact us in the event of experiencing harassment of any kind at the Stadium.



### 3. Leisure Card review

The Trust commits to participating in the City Council's Leisure Card review in the coming year in supporting Council's desire to increase utilisation of facilities by marginalised or hard-to-reach groups.

### 4. Delivery of a high quality and diversified events programme.

Over the last twenty years Westpac Stadium has been the busiest stadium in New Zealand, hosting over 50 event days each year in addition to community event days. In addition, the Stadium hosts up to 1,000 non-event day functions, conferences and meetings each year.

Large events are significant drivers of revenue and are crucial to the viability of the Stadium. Securing such events remains a major focus of the Trust ongoing.

The events schedule through to June 2020, while still being finalised, will remain healthy.

Following the huge success of the Eminem concert, we will continue to engage with all key promoters on a regular basis and be flexible in our dealings in order to give Wellington the best opportunity to secure events. The Trust has at times taken a joint venture approach in order to secure events. While such an approach inevitably means a greater exposure to risk, the Trust's current financial position has enabled prudently managed joint ventures to underpin its major events strategy.

### 5. Working with Wellington Regional Economic Development Agency (WREDA)

The Trust adopts a close partnership approach in working with WREDA with a view to enhancing Wellington's standing as a major event host. Management and Trustees engage with the WREDA Chair, Chief Executive and officers on a regular basis and are supportive of WREDA's goal of driving innovation and economic activity and enhancing the region's reputation as a centre of world-class film, IT, education, arts, food and tourism.

The Trust has recently partnered with WREDA to successfully secure major events for Wellington.

### 6. Invest in and improve our facilities

Continued investment in the Stadium is vital to ensure events are not lost to new facilities.

The main focus for the past year has been the commencement of the upgrade of the internal concourse. The first major phase has been completed with the removal of some of the steel cladding around the major thoroughfares to bring natural light and the city's wonderful vista into the Stadium.

All this work must be fitted in around our event calendar and that has been somewhat challenging given we have hosted events every weekend from early February 2019 to the end of May 2019.

Nonetheless, final plans are being made for the next stage of the project and this will commence in the early part of the 2019/20 year.

This includes:

- Enhancement and renovation of food and beverage outlets;
- Refurbishment of parts of the concourse floor;



- Cladding of some of the current grey concrete walls and pillars;
- Developing a consistent look and feel and way finding around the concourse;
- Making the space more suitable for exhibition clients;
- Improved lighting.

This project has a budget of \$10m and is being supported by WCC with a \$5m contribution from its long-term plan budget.

The Trust is also at the final stage of developing a plan to further strengthen the building and walkway to improve resilience in the event of a major seismic event. The building performed well during the Kaikoura earthquake. The Trust will work with officers and keep councils informed of progress in this area.

#### **7. Maintaining a safe and healthy working environment**

The Trust is committed to providing and maintaining a safe and healthy working environment for its employees, visitors, and all persons using the premises as a place of work, as well as for event attendees.

To facilitate a safe and healthy work environment, the Trust maintains a Health and Safety Management System. In addition, the Trust's Health and Safety Committee, which comprises three Trustees, meets on a regular basis to review and monitor crucial areas of health and safety.

#### **8. Sustainability**

Supporting the Regional Waste Management and Minimisation Plan goal of reducing waste to landfill by 1/3, the Trust is committed to developing ways to reduce, recover, recycle, or re-use waste in all aspects of our business, including considering and integrating environmental factors in our decision-making process.

In 2018/19 we have been exploring a range of options with a view to eliminating single use plastic. We expect to arrive at a conclusion by the end of this current year with a view to rolling it out in the coming year.

The Trust will also support the goals outlined in Te Atakura, the First to Zero plan once it has been finalised.

#### **9. Secure a new Naming Rights partner**

In February 2019 Westpac and the Trust announced the end of its 20-year naming rights partnership. The Trust has been active in the market to secure a new partner. This remains a key focus for the Trust for the remainder of 2019.





### Operating Profitability

The Trust Deed requires the Trust to be financially autonomous. This requires the generation of sufficient profits to meet loan repayments and provide funds for the capital replacement and development programmes that are necessary to enable the Trust to meet its obligation to maintain the building to the standard of international best practice.

The major difference the Stadium can make to attendance at events is to improve the experience of the patrons across all areas of the facility. The Stadium Master Plan was developed to do that, but it can only be completed if we can continue to satisfactorily fund these projects.

The financial projections are outlined on the following pages.

Over the period covered by the projections the Trust anticipates an operating surplus of between \$1.78m and \$2.13m per annum. Due to the impact of the significant capital expenditure projects under way, depreciation is a significant and increasing charge, ranging from \$4.36m to \$4.59m. The effect of this is that the Trust projects losses after depreciation in FY2021 and FY2022.

A small surplus of \$0.90m is projected for FY2020. This includes receipt of the balance of the Wellington City Council \$5.0m grant towards the concourse upgrade, which is shown as income in the year of receipt.

The projections also show positive operating cash flows of between \$1.21m and \$2.21m per year (excluding the effect of the Council grant in the first year).

There are a number of challenges to be met in order to achieve these projections, including securing a new naming rights partner from 2020, the quantum of increases in insurance premiums and the cost of resilience work.

The Trust is budgeting \$19.01m of capital expenditure across the next five years. This is funded from operating cash flows and the loan facility, as well as the balance of the Wellington City Council grant. The budget includes an allowance for seismic works to increase the resilience of the Stadium. There is uncertainty over what the final costs of these resilience improvements will be.


**PROJECTED EVENTS SCHEDULE**

12 months ending 30 June

<b>CONFIRMED</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Rugby Union	13	11	12
Cricket	2		
Football	10		
Other sporting events	2		
Concerts/Other Events	1		
Exhibition Days	14		
<b>Total Confirmed</b>	<b>42</b>	<b>11</b>	<b>12</b>
<b>UNCONFIRMED</b>			
Rugby		2	1
Cricket		2	2
Football		10	11
Other Sporting Events		1	1
Concerts/Other Events	1	2	1
Exhibition Days	1	14	14
<b>Total Unconfirmed</b>	<b>2</b>	<b>31</b>	<b>30</b>
Community Events	5	5	5
<b>Total Events</b>	<b>49</b>	<b>47</b>	<b>47</b>
Days reserved for semi's & finals	11	11	11



**SUMMARY STATEMENT OF FINANCIAL PERFORMANCE  
FOR THE THREE YEARS ENDING 30 JUNE**

	2020 \$m	2021 \$m	2022 \$m
<b>Revenue</b>			
Events	5.54	5.05	4.59
Members Boxes & Sponsorship	4.65	4.71	4.85
Other	2.88	3.08	3.09
<b>Total Revenue</b>	<b>13.07</b>	<b>12.84</b>	<b>12.53</b>
<i>Less:</i>			
Event Operating Costs	3.48	2.97	2.74
Other Operating Costs	7.43	7.39	7.55
Interest	0.23	0.36	0.46
<b>Total Operating Expenses</b>	<b>11.14</b>	<b>10.72</b>	<b>10.75</b>
<b>Operating Surplus before depreciation</b>	<b>1.93</b>	<b>2.12</b>	<b>1.78</b>
<i>Less:</i>			
Depreciation	4.36	4.52	4.59
<b>Net Surplus/(Deficit)</b>	<b>(2.43)</b>	<b>(2.40)</b>	<b>(2.81)</b>
<i>Plus:</i>			
Grant income (for capital expenditure)	3.33	-	-
<b>Total Surplus/(Deficit)</b>	<b>0.90</b>	<b>(2.40)</b>	<b>(2.81)</b>

Net operating cash flows	1.21	2.21	1.71
Surplus cash at the end of each year after meeting loan repayments	1.00	1.00	1.00
Bank Loan at year end	4.58	6.82	6.42
Net debt (Loan less cash)	3.58	5.82	5.42



**SUMMARY STATEMENT OF CASHFLOWS  
FOR THE THREE YEARS ENDING 30 JUNE**

	2020 \$m	2021 \$m	2022 \$m
Cashflows provided from operating activities	12.42	12.99	12.53
Cashflows from grants (to be used for capital expenditure)	3.33		
Cashflows applied to operating activities	(11.21)	(10.78)	(10.82)
<b>Net cashflows from operating activities</b>	<b>4.54</b>	<b>2.21</b>	<b>1.71</b>
Cashflows applied to investing activities	(7.29)	(4.45)	(1.31)
<b>Net cashflows from investing activities</b>	<b>(7.29)</b>	<b>(4.45)</b>	<b>(1.31)</b>
Cashflows provided from financing activities	2.08	2.24	(0.40)
<b>Net cashflows from financing activities</b>	<b>2.08</b>	<b>2.24</b>	<b>(0.40)</b>
<b>Net increase (decrease) in cash</b>	<b>(0.67)</b>	<b>0.00</b>	<b>(0.00)</b>
Opening balance brought forward	1.67	1.00	1.00
<b>Cash at year end</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>





**STATEMENT OF FINANCIAL POSITION**  
**AS AT 30 JUNE**

	2020 \$m	2021 \$m	2022 \$m	2023 \$m	2024 \$m
<b>Trust Funds</b>					
Retained Surpluses	50.87	48.48	45.66	43.18	39.94
Limited Recourse Loans	40.39	40.39	40.39	40.39	40.39
	91.26	88.87	86.05	83.57	80.33
<b>Non Current liabilities</b>					
Bank Loan	4.58	6.82	6.42	5.63	8.86
	4.58	6.82	6.42	5.63	8.86
<b>Current Liabilities</b>					
Revenue in Advance	2.06	2.20	2.20	2.20	2.09
Payables	1.69	1.69	1.69	1.69	1.69
	3.75	3.89	3.89	3.89	3.78
<b>Total Funding</b>	<b>99.59</b>	<b>99.58</b>	<b>96.36</b>	<b>93.09</b>	<b>92.97</b>
<b>Represented by:</b>					
Property Plant & Equipment	96.08	96.00	92.70	89.42	89.30
Current Assets	3.51	3.58	3.66	3.67	3.67
<b>Total Assets</b>	<b>99.59</b>	<b>99.58</b>	<b>96.36</b>	<b>93.09</b>	<b>92.97</b>



### PERFORMANCE MEASURES

#### Non-Financial Performance Measures

Measure	How Measured
<ul style="list-style-type: none"> <li>Deliver a strong Rugby international test programme for 2019 and 2020</li> </ul>	<ul style="list-style-type: none"> <li>Key stakeholders are satisfied with management of the test operation</li> <li>Sell-out crowds for test matches</li> <li>40% out of region visitors</li> </ul>
<ul style="list-style-type: none"> <li>Deliver more large scale non-sporting events</li> </ul>	<ul style="list-style-type: none"> <li>Secure at least one concert per year</li> <li>Secure at least two other events outside the traditional rugby and football regular season calendar per year</li> </ul>
<ul style="list-style-type: none"> <li>Continued investment in stadium infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Concourse upgrade is completed</li> <li>Resilience plans finalised and shared with council partners.</li> </ul>
<ul style="list-style-type: none"> <li>Deliver a full event calendar</li> </ul>	<ul style="list-style-type: none"> <li>Securing 45-50 event days per year. (Excludes community events).</li> </ul>
<ul style="list-style-type: none"> <li>Host unique events that deliver economic benefit to the region</li> </ul>	<ul style="list-style-type: none"> <li>Maintaining economic benefit to the Region at an average of \$40 million per year</li> <li>Working with promoters to deliver special events to Wellington</li> </ul>
<ul style="list-style-type: none"> <li>Continue to enhance food and beverage offering</li> </ul>	<ul style="list-style-type: none"> <li>Greater range and quality of offerings</li> <li>Higher customer satisfaction</li> </ul>
<ul style="list-style-type: none"> <li>Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>Reduce single use plastic</li> </ul>

#### Financial Performance Measures

The key performance indicators agreed with the Wellington City Council and Greater Wellington Regional Council are:

- Revenue – total, and event
- Net surplus (deficit)
- Net cash flow
- Liquidity ratio
- Bank borrowing to total assets
- Capital expenditure

We have reviewed these indicators and believe they are appropriate for the purpose of monitoring the Trust's performance. They are reported on by the Trustees in their six monthly reports.



#### 4. BOARD APPROACH TO GOVERNANCE

##### Role of the Board

The Board of Trustees is responsible for the overall direction and control of the Trust's activities. This responsibility includes such areas of stewardship as the identification and control of the Trust's business risks, the integrity of management information systems and reporting to stakeholders. While the Board acknowledges that it is responsible for the overall control framework of the Trust, it recognises that no cost effective internal control system will prevent all errors and irregularities. The system is based on written procedures, policies and guidelines, and an organisational structure that provides an appropriate division of responsibility, sound risk management and the careful selection and training of qualified personnel.

##### Board Operation

The Board has three Standing Committees that focus on specific areas of the Board's responsibilities. These Committees are the Finance Committee, the Audit Committee and Health & Safety Board Sub-Committee.

The Board meets eight times per year. The Finance Committee meets when required. The Audit Committee meets biannually. The Health & Safety Committee meets quarterly.

##### Board Performance

The Chair conducts an interview with each Board member annually and at the expiry of their term on the Board. Each new Board member undertakes an induction program to familiarise themselves with the Stadium, its operation and Board issues. Given the experience of the current Board it has been deemed that a Board development program is not necessary. If there are any Board performance issues, the Chair brings them to the attention of the Mayor of WCC and the Chair of GWRC.

At the first meeting of the new financial year, the Chair of the Audit Committee conducts a review of the Chair's performance.

A full Board performance review has recently been conducted and no significant issues identified.

##### Board Membership

The Trust Deed states that there shall be not less than five, nor more than eight Trustees.

The Trustees are appointed jointly by the Settlers (Wellington City Council and Greater Wellington Regional Council). Both Settlers can each independently appoint one of their elected Councillors as a Trustee.

The current Trustees are:

Name	Appointed until:
John Shewan (Chair)	30 June 2021
Therese Walsh	30 June 2021
Steven Fyfe	30 June 2019
Mark McGuinness	30 June 2020
Rachel Taulelei	30 June 2020
Tracey Bridges	31 December 2020
Simon Marsh	declaration of results of 2019 Council elections
David Ogden	declaration of results of 2019 Council elections



## 5. ORGANISATIONAL HEALTH, CAPABILITY AND RISK ASSESSMENT

### Health & Safety

The Trust has well developed health & safety policies which were reviewed by an external consultant and are regularly updated.

Staff who have influence over Health and Safety matters are required to acquire and keep up to date with Health and Safety matters including attendance at relevant course and conferences.

All staff receive regular training in respect of health & safety procedures.

A Health & Safety booklet has been produced which includes Stadium policies, the roles for staff and contractors, incidents and accident investigation, general site safety, emergency procedures and induction.

There are three Committees with a health and safety focus:

- Emergency Control Organisation/Emergency Planning Committee (meets ahead of each major event);
- Health and Safety Committee which includes key the Trust staff as well as contractors and tenant organisations (meets monthly);
- Board Health and Safety Committee (meets quarterly).

All contractors coming on-site are required to:

- Complete a health & safety agreement
- Complete a health & safety induction plan
- Provide a contractors safety plan
- Operate safely and report any hazards, near misses and injuries

### RISK MANAGEMENT

#### Earthquakes

Prior to construction (July 1995), the Trust commissioned a full geo-technical report on the site. The ground was improved with vibro-replacement producing gravel columns at spacing of two to three metres to mitigate the effect of earthquakes.

The Trust has used the learnings from the recent earthquakes to strengthen its crowd control and evacuation procedures.

The Trust has conducted a study to enable the Stadium to better understand its current percentage of New Building Standard (% NBS), the interaction between the reclaimed land and the building structure, the differential lateral spread expected and as well as a building seismic assessment. While no significant issues emerged, we will be implementing some resilience works that will enhance the structures.

#### Insurance

The Stadium insurance programme is managed by Marsh Ltd. The Trust operates a maximum first loss policy that provides cover for the maximum credible loss for fire, earthquake and other perils. The current maximum cover insured is \$202m for material damage and \$28 m for business interruption.





The building reinstatement value was assessed in September 2017 at \$264m. The Trust has used the maximum first loss policy since 2003 based on modelling work undertaken with Marsh which has supported \$202m as being appropriate cover in this context.

The Stadium is required to cover the first \$7.0 million of any earthquake claim. There have been no material changes to the cover or the deductibles from the previous year.

#### **Naming Rights**

Securing a new naming rights partner from January 2020 is a priority. The Trust is working with agencies with established commercial networks both locally and globally as well as meeting with potential partners directly.

#### **Business Continuity Plan**

The Trust has a Business Continuity Plan. The Trust has ongoing interactive training sessions with all staff to reinforce the content and requirements of the plan. This will be refreshed in 2019/20.

#### **Communication and Access to Information**

The Trust enjoys a positive and open relationship with both of its Settlers, and both Settlers have representation on the Board of Trustees. The Trustees confirm they intend to continue to operate on a “no surprises” basis with communication of any significant event likely to impact on either party made as soon as possible. This has worked well in the past.

### **6. ADDITIONAL INFORMATION**

#### **Reporting**

The Trustees will present a six monthly report to both Councils, which will include a written report on agreed key performance indicators and financial statements for the period. The Trust will provide a formal briefing to both Councils, twice a year, on activities to date and the outlook.

Audited financial statements will be available on completion of the annual audit.

The Trustees will inform the Councils of any significant expected obligations or contingent liabilities to third parties.

#### **Major Transactions**

There are no major transactions likely to occur in the planning period that are not identified in the Business Plan.

Any particularly contentious transactions will be brought to attention of the Councils at the earliest opportunity.

#### **Accounting Policies**

General accounting policies of the Trust are set out in the Statement of Significant Accounting Policies. These policies are consistent with the policies applied in the previous year.



### OTHER ITEMS TO BE INCLUDED IN THE STATEMENT OF INTENT

#### Ratios

The ratio of Trust Funds to Total Assets is expected to be:

30 June 2020	51%
30 June 2021	49%
30 June 2022	47%

The ratio of total Trust Assets to Trust Liabilities is expected to be:

30 June 2020	204%
30 June 2021	195%
30 June 2022	190%

Trust Funds are defined as the residual interest in the assets of the Trust after the deduction of its liabilities.

Assets are defined as service potential or future economic benefits controlled by the Trust as a result of past transactions or other past events.

Liabilities are defined as future sacrifices of service potential or of future economic benefits that the Trust is presently obliged to make to other entities as a result of past transactions or other past events.

#### Distributions to Settlers

Section 5 of the Trust Deed sets out the powers of the Trustees regarding the income of the Trust.

The Trust is required to pay surplus funds to the Wellington City Council and Wellington Regional Council in reduction of their limited recourse loans after meeting costs, liabilities and debt reductions and after allowing for the appropriate capital expenditure and transfers to reserves.

The Trust does not expect to have surplus funds available for repayment in the years covered by this Statement of Intent.

No other distributions to Settlers are intended to be made.

#### Investments in other organisations

The Trustees currently have no intention of subscribing for, purchasing or otherwise acquiring shares in any other company or other organisation.

#### Compensation from local authority

There are no activities for which the Trust seeks compensation from any local authority.

#### Trust's estimate of the commercial value of Settlor's investment in the Trust

Not applicable



**Other matters as set out in the Funding Deed**

***Significant Third Party Obligations***

There are no significant third party obligations other than those disclosed in the Financial Statements.

***Relevant Legislation***

The Trustees confirm that the Trust will comply with all relevant legislation affecting the conduct of this business.



## STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES

### Reporting Entity and Period

Wellington Regional Stadium Trust Incorporated (the Trust) is a charitable trust established by the Wellington City Council ('WCC') and Greater Wellington Regional Council ('GWRC'). The Trust is domiciled in New Zealand.

The Trust is responsible for the planning, development, construction, ownership, operation and maintenance of the Westpac Stadium, Wellington, as a multi-purpose sporting and cultural venue.

The Trust was incorporated under the Charitable Trust Act 1957. The Trust is also a charitable entity under the Charities Act 2005, registration CC10754.

### Statement of Compliance and Basis of Preparation

The financial statements have been prepared in accordance with the Trust Deed which requires compliance with generally accepted accounting practice in New Zealand.

As the primary purpose of the Trust to provide a community and social benefit, it is a public benefit entity for financial reporting purposes.

The financial statements of the Trust comply with Public Benefit Entity (PBE) standards.

The financial statements have been prepared in accordance with Tier 2 PBE Standards. The Trust meets the requirements for Tier 2 reporting as it does not have public accountability and is not large (as defined by XRB A1).

The financial statements have been prepared on an historical cost basis, except for interest rate swaps.

The financial statements are presented in New Zealand dollars, and all values are rounded to the nearest thousand dollars (000) unless otherwise stated.

The financial statements have been prepared on a going concern basis, and the accounting policies have been applied consistently throughout the period.

### Revenue

Revenue is recognised when billed or earned on an accrual basis.

#### *Corporate Box, Memberships & Sponsorship Revenues*

Licenses for Corporate boxes are issued for terms of between four and six years. Signage and sponsorship properties are sold for a range of terms of between one and 10 years. The related license fees/revenues are paid annually with the revenue recognised on a straight-line basis throughout the year.

Stadium memberships have been sold for terms ranging between two and five years. Payment may be made upfront or in a series of instalments. The payments received are recorded as Revenue in Advance and recognised on a straight-line basis over the term of the membership.

### *Interest*

Interest income is accrued using the effective interest rate method.





#### *Rental income*

Rents are recognised on a straight-line basis over the term of the lease.

#### **Expenses**

Expenses are recognised on an accrual basis when the goods or services have been received.

#### *Interest*

Interest expense is accrued using the effective interest rate method. The effective interest rate exactly discounts estimated future cash payments through the expected life of the financial liability to that liability's net carrying amount. The method applies this rate to the principal outstanding to determine interest expense each period.

#### **Taxation**

As a Charitable Trust, the Trust meets requirements for exemption from income tax and accordingly no provision for income tax is recorded in the financial statements.

All items in the financial statements are exclusive of GST, except for receivables and payables, which are stated as GST inclusive.

#### **Financial Instruments**

The Trust classifies its financial assets and financial liabilities according to the purpose for which they were acquired. The Trust determines the classification of its investments at initial recognition and re-evaluates this designation at every reporting date.

#### ***Non-derivative Financial Instruments***

Non-derivative financial instruments comprise trade and other receivables, cash and cash equivalents, loans and borrowings, and trade and other payables.

Non-derivative financial instruments are recognised initially at fair value plus, for instruments not at fair value through profit and loss, any directly attributable transaction costs. Subsequent to initial recognition non-derivative financial instruments are measured as described below.

A financial instrument is recognised if the Trust becomes a party to the contractual provisions of the instrument. Financial assets are derecognised if the Trust's contractual rights to the cash flows from the financial assets expire or if the Trust transfers the financial asset to another party without retaining control or substantially all risks and rewards of the asset. Purchases and sales of financial assets in the ordinary course of business are accounted for at trade date. Financial liabilities are derecognised if the Trust's obligations specified in the contract expire or are discharged or cancelled.

#### ***Financial Assets***

Cash and cash equivalents comprise cash balances and call deposits with up to six months' maturity. These are recorded at their nominal value.

Trade and other receivables are stated at their cost less impairment losses.



#### *Financial Liabilities*

Financial liabilities comprise trade and other payables and borrowings and are all classified as other financial liabilities. Financial liabilities with a duration of more than 12 months are recognised initially at fair value less transaction costs and subsequently measured at amortised cost using the effective interest rate method.

Amortisation is recognised in the Statement of Comprehensive Revenue & Expense as is any gain or loss when the liability is derecognised.

Financial liabilities entered into with duration less than 12 months are recognised at their nominal value.

#### *Derivative Financial Instruments*

Derivative financial instruments are recognised at fair value as either assets or liabilities. The Trust does not hold any derivatives that qualify for hedge accounting. Derivatives that do not qualify for hedge accounting are classified as held for trading financial instruments with fair value gains or losses recognised in the Statement of Comprehensive Revenue & Expense. Fair value is determined based on quoted market prices.

#### **Employee Entitlements**

Employee entitlements that the Trust expects to be settled within 12 months of balance date are measured at undiscounted nominal values based on accrued entitlements at current rates of pay. These benefits are principally annual leave earned but not yet taken at balance date, and bonus payments.

No provision for sick leave is accrued, as past experience indicates that compensated absences in the current year are not expected to be greater than sick leave entitlements earned in the coming year.

#### **Other Liabilities & Provisions**

Other Liabilities and provisions are recorded at the best estimate of the expenditure required to settle the obligation. Liabilities and provisions to be settled beyond 12 months are recorded at their present value.

#### **Leases**

Leases where the lessor effectively retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under these leases are expensed in the Statement of Comprehensive Revenue & Expense in the period in which they are incurred. Payments made under operating leases are recognised in the Statement of Comprehensive Revenue & Expense on a straight-line basis over the term of the lease.

#### **Property, Plant and Equipment**

##### *Recognition*

Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits over the total life of an existing asset and can be measured reliably. Costs that do not meet the criteria for capitalisation are expensed.



#### *Measurement*

Items of property, plant and equipment are initially recorded at cost.

The initial cost of property, plant and equipment includes the purchase consideration and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential and that can be measured reliably is capitalised. Borrowing costs are not capitalised.

#### *Impairment*

The carrying amounts of property, plant and equipment are reviewed at least annually to determine if there is any indication of impairment. Where an asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use. Losses resulting from impairment are reported in the Statement of Comprehensive Revenue & Expense.

#### *Disposal*

Gains and losses arising from the disposal of property, plant and equipment are determined by comparing the proceeds with the carrying amount and are recognised in the Statement of Comprehensive Revenue & Expense in the period in which the transaction occurs.

#### *Depreciation*

Depreciation is provided on all property, plant and equipment, with certain exceptions. The exceptions are land, some aspects of the pitch and assets under construction (work in progress). Depreciation is calculated on a straight-line basis, to allocate the cost or value of the asset (less any residual value) over its useful life. The estimated useful lives of the major classes of property, plant and equipment are as follows:

Land	indefinite
Pitch	10 years to indefinite
Buildings	8 to 70 years
Replay screen & production equipment	3 to 25 years
Fitout	5 to 50 years
Fittings	3 to 20 years
Plant & machinery & equipment	2 to 70 years

The residual values and useful lives of assets are reviewed, and adjusted if appropriate, at each balance date.

#### *Work in progress*

The cost of projects within work in progress is transferred to the relevant asset class when the project is completed, and then depreciated.

#### **Critical accounting estimates and assumptions**

In preparing these financial statements, the Trust has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and assumptions are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. The estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are discussed below.



*Estimating useful lives and residual values of property, plant, and equipment*

At each balance date, the useful lives and residual values of property, plant, and equipment are reviewed. Assessing the appropriateness of useful life and residual value estimates of property, plant, and equipment requires a number of factors to be considered such as the physical condition of the asset, expected period of use of the asset by Trust, and expected disposal proceeds from the future sale of the asset

An incorrect estimate of the useful life or residual value will affect the depreciation expense recognised in the statement of comprehensive revenue and expense and carrying amount of the asset in the statement of financial position. The Trust minimises the risk of this estimation uncertainty by regular physical inspection of assets, including periodic independent review, and a planned preventative maintenance and asset replacement programme.

**Statement of Cash Flows**

The statement of cash flows has been prepared using the direct approach. Operating activities include cash received from all income sources of the Trust, record cash payments made for the supply of goods and services and include cash flows from other activities that are neither investing nor financing activities. Investing activities relate to the acquisition and disposal of assets. Financing activities relate to activities that result from the funding structure of the Trust.

**Changes in Accounting Policies**

There have been no changes in accounting policies.

**John Shewan**  
Chair  
FOR THE TRUSTEES  
WELLINGTON REGIONAL STADIUM TRUST





**Statement of Intent and Business Plan**  
**2019-20**  
**Wellington Zoo Trust**  
**Me tiaki, kia ora!**

Pursuant to Schedule 8 of the Local Government Act (2002)



C O N T E N T S

1..... INTRODUCTION 3

2..... CONTRIBUTION TO OUR CITY 4

3..... STRATEGIC DIRECTION 5

4..... PERFORMANCE MEASUREMENTS 12

5..... APPROACH TO GOVERNANCE 15

6 ..... RESILIENCE, ASSETS AND RISK 17

7..... ADDITIONAL INFORMATION 25

8..... ACCOUNTING POLICIES 26

9..... FORECAST FINANCIAL STATEMENTS 31

## 1. INTRODUCTION

Wellington Zoo is the Zoo with the biggest heart – a creative, innovative and progressive zoo which exists to create community value and to solve important social and environmental problems. We have local and global influence in animal welfare, sustainability initiatives, community engagement and conservation outcomes. We live by the kaupapa of **Me tiaki, kia ora!** This means that we **must** care for the planet so that life will thrive.

**Wellington Zoo is the most sustainable zoo in the world.** The World Association of Zoos and Aquariums inaugural Environmental Sustainability Award was awarded to Wellington Zoo in 2018. We believe that sustainability is an integral part of being an iconic organisation in our livable city. Our success as a cause related business continues through prudent management and we work hard to connect to our diverse community of all ages. The animals who are cared for at Wellington Zoo are given the best lives possible and we take pride in being an Animal Welfare Accredited zoo - we received another three year accreditation in April 2019.

Future capital investment will ensure the Zoo remains leading edge and we believe acquisition of animals, such as snow leopards, allows us to tell a global conservation story which will drive action for the environment. We see our capital investment and asset planning **as a response to community** expectations of a progressive and professional zoo and to create **ongoing resilience** for one of our city's most iconic places.

Wellington Zoo Trust Incorporated is incorporated under the Charitable Trusts Act 1957 and is a not for profit organisation.

**We agree to the financial and non-financial expectations outlined in the Letter of Expectation.**

## 2. CONTRIBUTION TO OUR CITY

Wellington Zoo is a strong contributor to our city, focusing on knowledge, collaboration, innovation and positive action. It contributes to the vibrancy and forward thinking of our city. We aim to be a reflection of our city and contribute, as a cutting edge cause related business with talented people, to the thriving cultural and natural heritage of Wellington as a liveable city. The Zoo contributes strongly to liveability outcomes by being an integral part of the well-being of people that Wellington is renowned for amongst New Zealand cities.

We are working with WREDA and other partners to ensure economic growth for our city. As winners of the World Association of Zoos and Aquariums inaugural Environmental Sustainability Award in 2018, Green Gold and Vibrant Gold in the Wellington Gold Awards and the supreme winner of the Wellington Region Business Awards 2015, we believe we are perfectly placed to add value to the economy of our region.

Wellington Zoo will be seen as:

- A leader in the city in shaping the community's views on and action for conservation and sustainable living.
- A valued and valuable member of the Wellington regional community that adds to the prosperity of our city through business activity, events, connections, inclusivity and engagement for children and their families and other members of our society.
- A substantial player in the drive to position Wellington as a centre for learning about and expertise in conservation and sustainability.
- A key contributor to helping the city become internationally competitive, entrepreneurial and innovative by attracting investment in education, research, tourism and employment and contributing to the provision of a vibrant city attracting a creative working population.
- An important part of Wellington's history as New Zealand's first zoo and the most visited paid cultural attraction in Wellington.
- An important part of the regional fabric that stimulates overall wealth creation, social stability and connects people to conservation and environmental issues. As our region's only zoo we are a unique asset for a vision for a sustainable city.

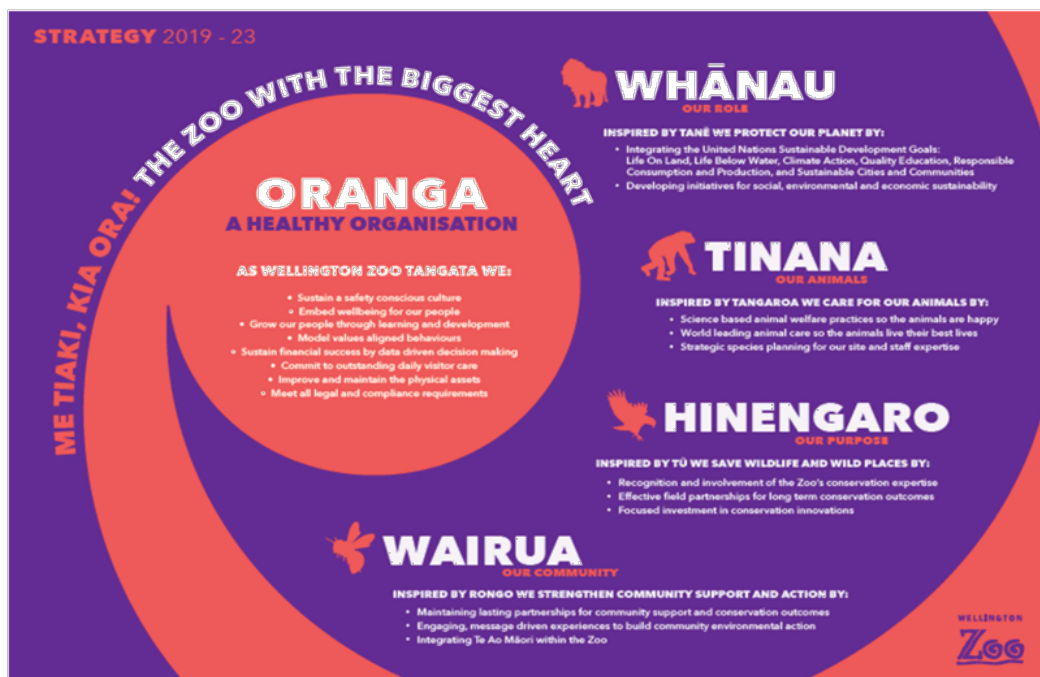


### 3. STRATEGIC DIRECTION

Wellington Zoo has reviewed its strategy for 2019-23. We have been successful with our strategic outcomes since 2006 and we are now in the process of setting the new frontier for our strategy. The strategy integrates te ao Māori, the Global UN Sustainable Development Goals (SDGs) and the key strategic focus areas for the Zoo over the coming five years. The strategy outlines of the why, how, what approach, the SDG materiality undertaken with Enviro-mark Solutions and the te ao Māori approach completed with Neavin Broughton from Taranaki Whānui ki Te Upoko o Te Ika. The Wellington Zoo strategy is in line with **Wellington City Council's Te Taihū Te Reo Māori Policy**.

The five year strategy (below) blends the major outcomes for the Zoo into key areas - it embraces our role as a community organisation, the capital city Zoo and as an organisation that values its people. Using the inspiration of Atua and Māori concepts we are able to define our areas of focus over the coming five years. It is an exciting vision for the Zoo and creates a strategic context for our kaupapa.

Wellington Zoo's strategy is about the Wellington Zoo of the 21st century and seeks to take us into a new realm, building on our success of the past few years. We will be using the Zoo's rebuilt physical platform to unlock the potential for Wellington Zoo to be seen as a leader and trusted voice in the conservation of species, engagement with community, excellence in animal welfare and sustainability outcomes. We have a global vision with local action so that we can change makers for a better planet.



As a sustainable organisation and as a community forum we must consider the **UN Sustainable Development Goals** in our approach. These 17 global goals set the framework for global prosperity - the very things we all want for our city. While we would aspire to address all 17 goals we are realistic and feel that we are in the position to address many but not all. Sustainability is more than environmental initiatives and the SDGs frame that bigger picture. The materiality assessment indicated five major goals for us – SDG 4, 12,13,14,15. SDGs 11 and 17 are also important (see Materiality Assessment below). The materiality assessment considered input from zoo members, conservation partners, Zoo staff and the Board. The SDGs are firmly embedded into the new strategy and our impact will be measured during the next five years. For us sustainability is maintaining the status quo – we aim to restore the planet so it thrives. Me Tiaki, kia ora!



Wellington Zoo has been recognised in a multitude of awards over the past few years, from holistic sustainability to business and environmental leadership. We will continue to strive for excellence across our organisation. To achieve our strategy we will be ensuring our commitment to sustainability and our carboNZero certification continues with projects such as the solar power installation in as many Zoo buildings as we can. We now have two EVs which support Council's intentions in this area and obtain our electricity from Ecotricity, the only carboNZero certified electricity provider in New Zealand. **As a carboNZero certified organisation since 2013** we will continue to reduce our waste to landfill and work with officers to meet the **Regional Waste Management and Minimisation Plan and the Te Atakura, the First to Zero plan**. While we seek to continually reduce waste to landfill and we have investigated better solutions we are bound by contractual agreements until 2020.

Our values remain the same and flow more readily with the new strategy. Our values underpin our strategy and structure and they resound with our approach to being a welcoming, happy place. Our iwi alignment is reflected in the iwi interpretation of the values and we have worked with Taranaki Whānui ki Te Upoko o Te Ika to ensure the correct te ao Māori concepts reflect our intentions.



### Core Business

The Trust will continue to provide the core business services that the Zoo has historically delivered to Wellington. These can be summarised as follows:

- Strategic direction and operational management of the Zoo.
- Development and maintenance of animal habitats which offer engaging experiences to visitors and high quality living environments to the resident animals.
- Provision of engaging learning experiences for visitors and community involvement with the Zoo as a community asset.

- Educational curriculum delivery to develop children as contributing citizens.
- A safe and inspiring place for family engagement and community learning.
- Care of the Zoo's animals to achieve excellent levels of health and emotional/psychological well-being according to the Five Domains of Animal Welfare.
- Contribution to conservation through advocacy, support for field conservation programmes and sustainable management practices.
- Participation in collaborative inter-zoo, and other conservation agency, programmes.
- Contribution to conservation, scientific, learning and management research projects in the field and on site.
- Fundraising for the organisation's future sustainability, development and conservation projects.

### **Trust Deed**

Wellington Zoo Trust Deed states the objects of the Trust as follows:

*"7.1 The objects for which the Trust is established, to the extent that they are a charitable purpose within New Zealand, are as follows:*

*7.1.1 To manage, administer, plan, develop, maintain, operate and promote Wellington Zoo as a zoological park for the benefit of the Wellington community and as an attraction for visitors to Wellington;*

*7.1.2 To educate the community by building an awareness of plant and animal species and the actions required to promote conservation;*

*7.1.3 To promote species conservation;*

*7.1.4 To support and complement the conservation and learning activities undertaken by other organisations;*

*7.1.5 To develop, manage and plan animal species management programmes;*

*7.1.6 To promote and coordinate the raising of funds to assist the management, administration, maintenance, planning, promotion and further development of Wellington Zoo;*

*7.1.7 To acquire additional plant and animal species; and*

*7.1.8 Generally to do all acts, matters and things that the Trustees think necessary or conducive to further or attain the objects of the Trust set out above for the benefit of the Wellington community."*



## Operating Environment

As the capital city zoo we believe we should be providing a uniquely Wellington experience for families, school groups and other visitor groups - innovative, fun, professional, creative and personal.

We face challenges as a fixed cost organisation, especially in areas such as annual salary increases, cost increases from suppliers and the increasing need for commitment to conservation projects nationally and globally. However, **we support the Living Wage ethos and all Wellington Zoo employees are paid at, or above, the Living Wage.**

The operating environment is supportive but also challenging in view of ongoing renewals of physical assets, ensuring the utmost safety for our people and the provision of current thinking on animal welfare. We have just recently passed our second three-year **Animal Welfare Accreditation** through the Zoo and Aquarium Association Australasia and this area of science continues to change rapidly so we must ensure we are meeting or exceeding current standards.

The completion of the ZCP has seen the Zoo transform itself into a vibrant attraction with facilities that meet modern standards. Stage Two involves further improvements to Zoo facilities to house snow leopards in the first half of the LTP and cheetahs/lions redevelopments in the later half. Investment of \$3.7 million of capital expenditure in year two to four, and a further \$6 million in the last three years, is planned to upgrade facilities at the Zoo to accommodate these changes. Respectively, the Zoo will fundraise to contribute \$875,000 and \$1.25 million towards these projects. **We will be providing an investment case for snow leopards.**

## Aligning with Council Strategy

The work of the Zoo supports the four pillars of the Towards 2040 Strategy: eco city, people-centred city, connected city and dynamic city centre. The Zoo is an iconic asset for our city and as our city population grows there will be an even greater desire for the Zoo to be a sophisticated and accessible attraction which delivers 21st century conservation programmes and actions.

## Wellington Zoo Trust's strategic areas are aligned to:

*Connected City, Eco City, People Centred City*

The Zoo is perfectly positioned, as a multi award winner in visitor experience, business leadership, vibrancy, sustainability and conservation, to take an active role in delivering conservation and sustainability messages to a large audience of over 250,000 visitors on-site and many more online. We create compelling stories with clear calls to action and we craft community campaigns that move beyond simply raising awareness of an issue to driving lasting change and building a better world.

Wellington Zoo will continue to build its reputation as a creative and innovative zoo by including opportunities for our visitors to experience multi-layered and multi-sensory learning experiences. We have rich content for storytelling and engagement with communities. We design creative and profound visitor experiences which connect people and animals in ways which inspire communities to take positive action for the environment.

Our commitment is to ensure continual improvement in visitor experience to achieve wider engagement within the community. We offer a range of events, discount days and other visitor programmes which ensure we engage our whole community in the work of the Zoo. Accessibility is important to us as we believe that the Zoo belongs to everyone. We have achieved Be:Accessible Gold rating and we continue to

improve the Zoo experience for all visitors, so that many more people have access to the Zoo in the ways that best suit them. We have embraced accessibility for the whole community by investing in recommendations from Be:Accessible to improve the experience for all people. **We have already begun to work with Council Officers on the review of the Leisure Card to increase our accessibility initiatives even further.**

Programmes such as The Warehouse Zoofari to support **low decile schools** in our region to have free transport costs and Zoo admission; LEOTC school discounted entry; free Neighbour's Night for our Newtown and Melrose locals in conjunction with City Housing and Trade Me; discounted entry on Winter Wednesdays and \$2 Open Weekend ensure accessibility for a wider segment of the community. Over 50,000 people were able to visit the Zoo last year through these community accessibility initiatives.

Zoo Crew membership is continually increasing and this is a strategic aim for us as Zoo Crew provides an excellent value proposition for Wellington city ratepayers and residents who visit the Zoo often throughout the year. We know that Zoo Crew members visit on average four to five times per year (many individuals visit more often) so this offering makes a Zoo visit far more possible for many people.

As a child friendly city it's important for Wellington to cater for young people and their families, and for the Council this means providing safe, accessible and enjoyable places for recreation and play, and offering community events and activities that are suitable for all. **Our school holiday programmes are well attended and many other external holiday programmes visit the Zoo as part of their offering to the community.**

#### *Eco City*

Our end game is to save animals in the wild, locally and globally. We have a global conservation remit. We strive to show thought leadership in global conservation and sustainability by involvement with global partners and by taking leadership roles in the world and regional zoo professional community. We are respected in the zoo profession for our success in sustainability and we are a leading example of conservation investment and on ground conservation outcomes.

We are a key stakeholder in collaborative conservation breeding as well as science and veterinary research programmes within the zoo community, with other conservation agencies and higher learning organisations in Wellington, across New Zealand and beyond.

Our Species Plan focuses on the number of critically endangered and endangered species we have in human care at the Zoo and those we support through our conservation programmes in the animal's range state. This 20 year plan process is reviewed annually and redefined as we better align the animals we care for to the critical need in the wild. The field conservation programmes for critically endangered and endangered species in their range state that we support are: Sumatran Tigers through Wildcats Conservation Alliance; Tasmanian Devils through Save the Devil Program; Malayan Sun bears through Free the Bears South East Asia; Cotton Top Tamarins through Proyecto Titi; Black and White Ruffed Lemurs through Madagascar Fauna and Flora Group; Chimpanzees through the Jane Goodall Institute; White-cheeked Gibbons through Fauna and Flora International, Vietnam; Kea through Kea Conservation Trust; North Island Kākā through breed for restoration programmes; Grand and Otago Skinks with DOC; Kororā and Tawaki through West Coast Penguin Trust and Golden Lion Tamarins through Associação Mico-Leão Dourado. The planned acquisition of Snow Leopards, Ring-tailed Lemurs and endangered Southern Hairy-nosed Wombats in the future will provide further opportunities for our community to engage with global conservation issues for endangered species.

The Nest Te Kōhanga, our state of the art veterinary hospital, works with a variety of native species. Native wildlife cases now make up 70% of the veterinary medicine case load – including many who are critically endangered. Our success in this area of successfully releasing injured native wildlife back to the wild, is above world standard for zoo veterinary hospitals and we take great pride in this achievement.

*People-Centred City, Connected City, Dynamic Central City*

The Zoo's contribution to the economic development of our city is through its financial results, creating a place Wellingtonians can feel proud of, by the employment of over 90 people (73 FTE) and by being one of the largest employers in Newtown.

The Trust will continue to drive for results in its commercial imperatives this year to ensure financial sustainability. As a social enterprise we seek to ensure our financial sustainability so that our social and environmental goals can be achieved.

Wellington Zoo is inclusive for all sectors of our community – our visitor mix is diverse and we ensure that all visitors feel safe and respected. Our visitor numbers continue to grow. Our visitor feedback is positive and people are enjoying the continual change in the Zoo.

*Connected City, Dynamic Central City*

As one of the key environmental education providers in Wellington, the Zoo has a Learning Experience Outside the Classroom (LEOTC) contract with the Ministry of Education (MOE). Last year **10,500 school children** connected with animals at Wellington Zoo during a learning session.

The MOE measures the success of the learning programmes at Wellington Zoo and we continue to receive positive feedback on our educator-led learning sessions and our innovative programmes that align with the Ministry's target areas, including improving education outcomes for Māori and Pasifika learners, special education learners and those from low socio-economic backgrounds.

Our partnership with The Warehouse continues to bring **low decile schools** from across the Wellington region to the Zoo for learning sessions as part of *The Warehouse Wellington Zoofari (Zoofari)*. Last year around 1,500 children from low decile schools, along with their parents and teachers, visited the Zoo as a result of *Zoofari* so the Zoo continues to build links to communities around the region.

Wellington Zoo's *Bush Builders* is a unique environmental literacy programme that helps children to discover for themselves the wonder of the world around them, in their own schools and homes, and to empower them to take positive action in their own communities. This successful programme has influenced over 4,000 students in our region.

*Bush Builders* emphasises the importance of building habitats for animals. The importance of plants within the animal habitats as well as in the visitor space is reflected in the beautiful gardens and native plants throughout the Zoo.



## 4. PERFORMANCE MEASUREMENTS

For the next three years the following table indicates the measures for WCC to monitor. These are linked to our strategic areas.

WCC Performance Measures						
Measure	Frequency of Measure	Forecast 2018-19	Target 2019-20	Target 2020-21	Target 2021-22	Notes
Visitors	Quarter*	257,431	254,000	256,540	259,105	
Education visits	Quarter	10,500	10,500	10,750	11,000	This is the number of people participating in conservation education programmes.
Volunteer engagement survey	Annual	1	1	1	1	
People participating in animal Close Encounters	Annual	4,000	4,000	4,200	4,200	
Measure visitor feedback and satisfaction	Annual	9.0	8.5	8.5	8.5	This target is based on the overall experience rating which is measured out of ten.
WCC operating grant	Annual	\$3,320K	\$3,406K	\$3,494K	\$3,596K	<b>New Measure</b> at request of WCC
WCC cash subsidy (grant) per visit	Annual	\$12.90	\$13.41	\$13.62	\$13.88	
Non-WCC revenue earned	Annual	\$4,406K	\$4,968K	\$5,055K	\$5,225K	<b>New Measure</b> at request of WCC
Average revenue per visit	Annual	\$17.07	\$19.56	\$19.70	\$20.17	This is calculated as the average income per visitor from Trust-generated revenue.
Total revenue earned	Annual	\$7,714K	\$8,374K	\$8,549K	\$8,821K	<b>New Measure</b> at request of WCC
WCC property ownership costs	Annual	\$2,010K	\$2,011K	\$2,070K	\$2,074K	<b>New Measure</b> This target is generated by WCC and is not controlled by the Trust. It includes depreciation and insurance, CAPEX interest and rates.



Measure (Continued)	Frequency of Measure	Forecast 2018-19	Target 2019-20	Target 2020-21	Target 2021-22	Notes
Total cost to WCC including grant and property costs	Annual	\$5,332K	\$5,420K	\$5,567K	\$5,672K	This target is generated by WCC and is not controlled by the Trust. It includes depreciation and shared services costs, CCO team costs, insurance, CAPEX interest and the OPEX grant.
Full cost to WCC per visit	Annual	\$20.71	\$21.34	\$21.70	\$21.89	This target is generated by WCC and is not controlled by the Trust. It includes depreciation and shared services costs, CCO team costs, insurance, CAPEX interest and the OPEX grant.
Percentage of operating costs generated by the Trust	Annual	57%	59%	59%	59%	
Trust generated income as percentage of WCC grant	Annual	132%	146%	145%	145%	
% of OPEX directly contributed to field conservation	Annual	5%	6%	7%	8%	This measure uses the Zoo Aquarium Association (ZAA) Australasia Framework to measure direct contributions to field conservation.

\*Target Visitor Numbers by Quarter 2019-20

Q1	Q2	Q3	Q4	Total
49,304	66,626	68,451	69,619	254,000

Additional Zoo Performance Measures							
Measure		Frequency of Measure	Forecast 2018-19	Target 2019-20	Target 2020-21	Target 2021-22	Notes
Number of vulnerable, endangered or critically endangered species (IUCN Red List and DOC National list) at the Zoo		Annual	27	20	20	20	
Number of native animals receiving medical attention by The Nest Te Kōhanga (TNTK)		Annual	New Measure	450	475	500	<b>New measure.</b> Number of native animals brought into TNTK for treatment or treated off-site by the TNTK team.
Percentage of native animals released to the wild after triage and treatment by the Nest Te Kōhanga (TNTK)		Annual	59	50	50	50	Post 72 hour triage period
Number of Field Conservation Projects supported for threatened (NZ) endangered or critically endangered (global) species		Annual	13	8	8	8	As part of our strategic review, we will be assessing our field conservation projects and partnerships over the coming 12 months.
Participate in zoo-based research projects and paper publication		Annual	10	11	12	13	These projects are directly related to conservation medicine, animal welfare science and visitor engagement research.
Maintain Zoo and Aquarium Association Animal Welfare Accreditation		Annual	Achieved	Achieved	Achieved	Achieved	
Maintain carboNZero certification.		Annual	Achieved	Achieved	Achieved	Achieved	
Health & Safety targets	Safety Improvement Team meeting attendance	Annual	H&S Safety targets Achieved	70%	80%	80%	Measured against those staff available to attend meetings - 12 meetings per annum.
	Successful Emergency drill/incident debriefs held	Annual	H&S targets Achieved	8	8	8	Includes emergency drills, trial evacuations and real incidents occurring which require debriefing.
People & Culture Targets	Staff Recognition programme	Annual	People and Culture targets Achieved	1	1	1	This measure refers to the year-long recognition of staff excellence at full staff meetings and culminates in the annual staff awards event in August
	Staff Learning and Development Sessions held	Annual	People and Culture targets Achieved	10	10	10	

## 5. APPROACH TO GOVERNANCE

Wellington Zoo Trust is a Council-Controlled Organisation (CCO) having been established in 2003 by the Wellington City Council to develop and manage Wellington Zoo.

### Relationship with Council

The Trust ensures the ongoing viability of the organisation is maintained through the monitoring of Key Performance Measures. Governing policies have been developed by Trustees to ensure the business of the Trust is managed consistently with its Deed and stated direction.

As part of the ongoing relationship with the Wellington City Council, the Chair and Chief Executive meet with the Mayor and Wellington City Council Chief Executive on a regular basis. The Wellington Zoo Chief Executive meets regularly with Council officers for CCOs and other Council management when appropriate. The Chair and Chief Executive attend the CCO Performance Committee meetings as required.

The Trust's Statement of Financial Performance and audited accounts will be presented to Council within 60 days of financial year end. **These statements include the budget from the SOI for the same period as per the Letter of Expectation and our usual approach to the accounts.**

The Trust will disclose any material or potentially contentious transactions that are planned within its annual business plan. Where this is not possible, the earliest practicable notice will be given to Council of such transactions.

**Wellington Zoo always publicly acknowledges Council's contribution to the Zoo as much as possible. We are grateful for Council support and seek to acknowledge this at events, animal habitat openings and other appropriate opportunities.**

The principles governing the relationship between the Trust and Council will include:

- A "no surprises" approach;
- Open communications which acknowledge each partner's objectives and constraints;
- Mutually respectful negotiation of resolution of differences;
- Reciprocal recognition of the requirements of each other's processes; and
- Provision of quarterly reports against agreed KPMs and an annual report within three months of balance date.

### Board Membership

Name	Term Expires
Councillor Peter Gilberd	31 October 2019
Michael Potts	31 December 2019
Ben Bateman	30 June 2020
Craig Ellison ( <i>Chair</i> )	31 December 2020
Raewyn Bleakley	31 December 2020
Nina Welanyk Brown	31 December 2021

All Board members are non-executive.

**Board Committees**

The Board operates one committee - the Finance, Audit and Risk Committee.

**Board Development**

The Board conducts an annual review of overall Board performance which determines individual and chair development needs and any other actions required to ensure best practice governance and performance standards are met. The Trust promotes Board development for corporate governance and spends at least ten hours a year on this at Board meetings and additional workshops and discussions. **A report will be tabled to the Wellington City Council Chief Executive on the Board review and outcomes by 30 September 2019.**



## 6. RESILIENCE, ASSETS AND RISK

Wellington Zoo Trust has a Finance, Audit and Risk Committee which meets quarterly throughout the year. The Board monitors our Risk Analysis and Mitigation Plan at least annually and this document is updated as required. Health and Safety (H&S) is currently managed via the GM Safety, Assets and Sustainability who is a direct report to the Chief Executive. The H&S Advisor works with our Safety Improvement Team to ensure safe practices in the Zoo for animals, staff and visitors. All Health and Safety incidents are monitored weekly by the SMT and by the Board at their regular meetings.

**As with all our H&S responsibilities the Board (and other officers of the Trust) acknowledges and understands its accountability.** We have made the appropriate improvements to ensure the new H&S legislation is well managed and that the Trust meets the required reporting, monitoring and reviewing of H&S objectives. We have regular conversations with relevant WCC officers in regard to H&S activities to ensure WZT and WCC are aligned in our approaches.

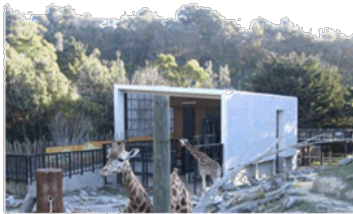

The renewals budget allows us to maintain a resilient asset for the city. **Future CAPEX investment** will ensure the Zoo continues to meet expected zoo standards of animal care, visitor experience and staff welfare. **The Asset Management Plan will capture the required maintenance and renewals programme for the Zoo's built assets. We have begun working with WCC officers to advise Council of our approach to asset management planning in line with Council processes for asset renewals and resilience.**

Significant investment from WCC to allow the successful completion of the Zoo Capital Plan (ZCP) in 2015/16 has meant many of the older areas have been upgraded and elevated Wellington Zoo to be a world-leading progressive zoo. We need to continue to build on this and provide for our visitors, staff and animals.

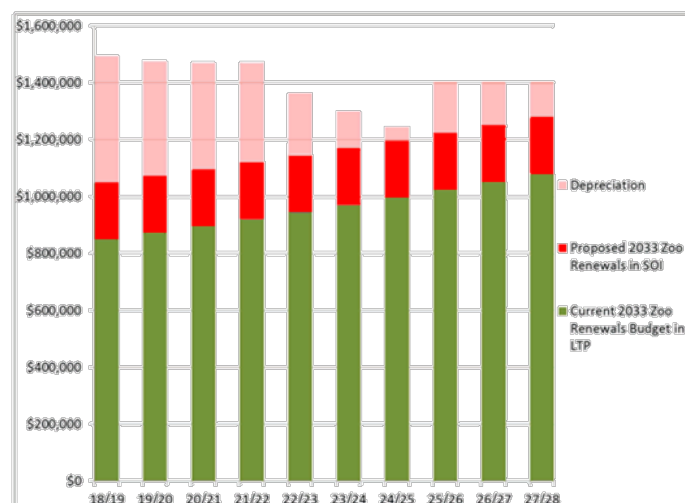
The Zoo intends to develop a detailed Asset Management Plan (AMP) to ensure the ongoing maintenance and renewal of the Zoo asset and that we are executing our obligations under the Contract for Services. The AMP will enable the Zoo to manage asset lifecycles for a whole-of-life approach with due consideration given to WCC and Zoo joint objectives, stakeholder needs, level of service and risks. The AMP will provide assurance of funding required to cover existing and future asset renewals and avoid critical failure of ageing infrastructure assets, update any assets not fit for purpose and resolve any potential Health and Safety issues and the associated reputational risk these issues could bring.

One of the challenges of maintaining the Zoo asset is the variable lifecycle ages of structures and animal habitats. As our knowledge of the animals in Zoo care increases, previous habitats and animal care and welfare practices can become outdated. Zoos' internationally now consider 20 years to be too long and in global experience it is more realistic to plan for a ten year life expectancy for zoo animal habitat assets.

Below are two examples of different Zoo assets and how the total effective lifespan differs:

African Savannah – Giraffe House	The Nest Te Kōhanga – Animal Hospital
 <p>Built in 2007, the building and internal structures are in a good condition from a maintenance point of view, however, in the past ten years the understanding of giraffe husbandry, training and herd management have advanced to the point that the layout and equipment within the building are no longer fit for purpose. The internal structures need to be replaced in order to stay at the forefront of animal welfare practice.</p>	 <p>Built in 2008, the Zoo's flagship veterinary hospital is vital to the ongoing success of the Zoo and a significant contributor to our conservation targets. The building and internal structures are in a good condition from a maintenance point of view and will be unlikely to need significant replacement in the next ten years, however, the AMP will need to consider the high-value specialist equipment to ensure the Zoo can continue to deliver excellence in animal care and welfare.</p>

The Zoo's position is that the current infrastructure renewals budget is insufficient to cover existing asset renewals. In the 2017/18 SOI we estimated additional funding of \$200k per annum was required to assist a programme of asset renewals, including animal habitats, visitor areas and pathways, buildings and essential plant and equipment.



The shortfall in the graph (above in red) indicates the propensity of the Zoo to achieve a total AMP result. In terms of maintaining current levels of service, this shortfall could result in a failure of ageing infrastructure assets, meaning assets are not fit for purpose, and could create potential H&S and animal welfare issues. The development of a detailed AMP will allow the Zoo and WCC to interrogate this shortfall in greater detail, focusing on critical assets as a priority.

The Zoo's Risk Matrix highlights the criticality of maintaining a resilient asset for the City. Impacts of a natural disaster, serious incidents and reputational falters are all potential risks if we are not able to adequately manage or resource the asset management programme and appropriately fund the renewals programmes sufficiently.

**The Trust commits to raising 25% of the cost of any new CAPEX investment. This percentage is included in the gross costs of the table below.**

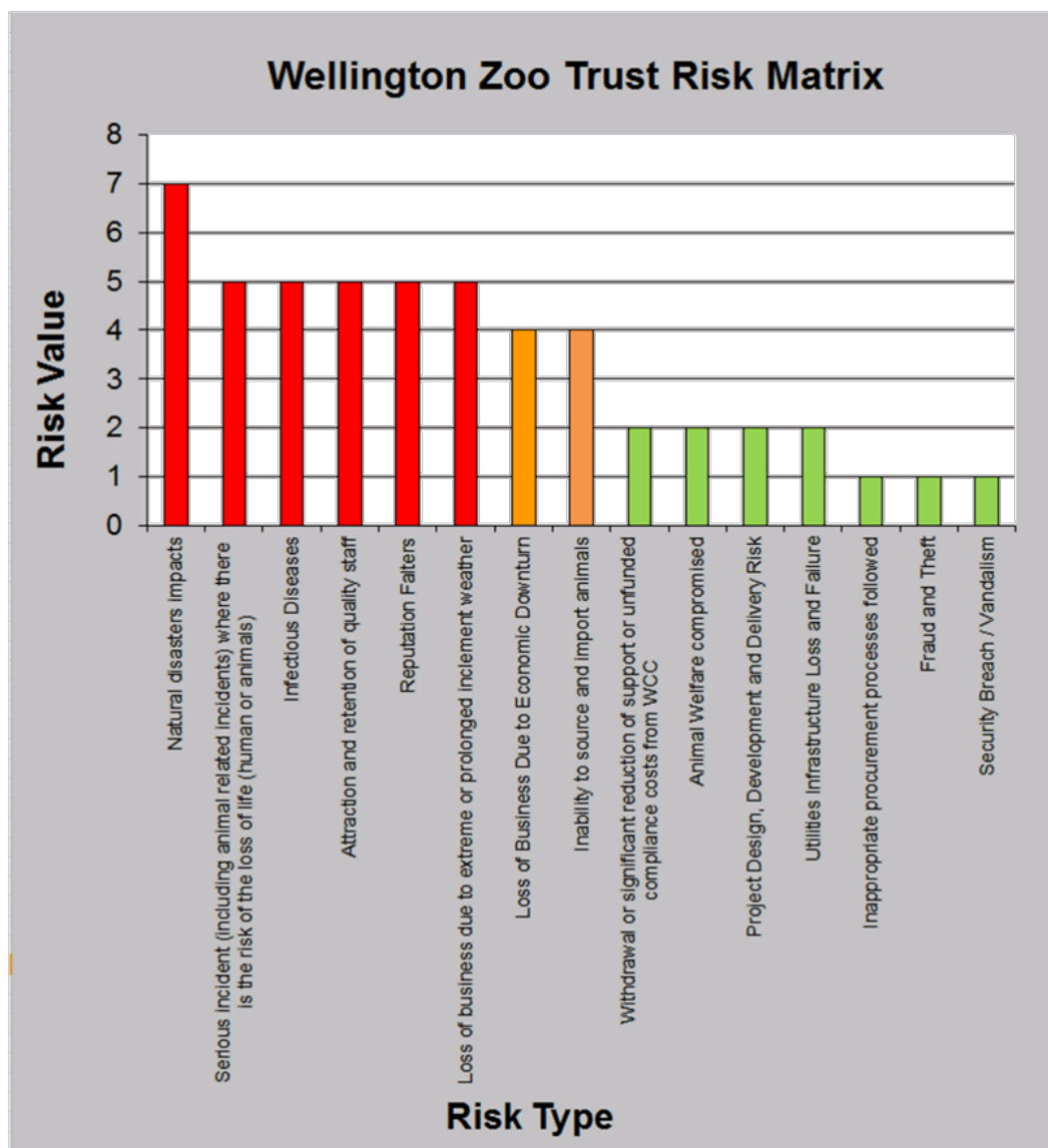
<b>Proposed New Capital Projects</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>TOTAL</b>
<b>Snow Leopards</b>  Snow Leopards are endangered in the wild, with a population of less than 7,000 thought to exist in their mountainous range state.  International research shows that big cats are the biggest draw card for visitors attending zoos. As the only zoo in New Zealand with Snow Leopards, we would be part of the international commitment to protect this species via home range conservation action.  The preliminary design is complete for this project.  This project has been prioritised by WZT for some years now. We will be providing a progress report on the investment case for this project.	307,500	1,640,000	1,640,000							\$3.588m Included in the LTP
<b>Savannah Survival</b>  The current cheetah and lion habitats and dens are old. Cheetah are an iconic species for Wellington Zoo and we support Cheetah Outreach in South Africa as part of our suite of range state conservation programmes.  Cheetah are also a major imperative in our Close Encounters which provide a more in-depth learning opportunity for visitors.  We would also like to be able to have both male and female lions within their habitat together which we cannot do with the current arrangement.  These iconic cats need better housing and viewing arrangements.  As part of the Africa precinct visitor engagement strategy we believe eco-built overnight stay options in this area would be successful.						333,333	2,666,667	2,000,000		\$5m Included in the LTP



## Risk Analysis & Mitigation Plan for Wellington Zoo Trust

Risk Identification	Probability	Impact	Risk Value	Risk Mitigation	Accountability	Responsibility
Natural disasters impacts	0	7	7	Business Continuity Plan, Emergency Management Plans. All documents reviewed annually. Regular practice drills carried out. Once emergency is over then a tactical marketing and communications plan will be implemented.	CE & Board	Board, SMT
Serious incident (including animal-related incidents) where there is the risk of the loss of life (human or animals)	-2	7	5	Emergency Management Plans, Health & Safety Management System, Communications Plans reviewed annually. Regular practice drills carried out. Monitored Fire Alarms in all people-occupied buildings and where possible in animal housing depending on risk. Building WOFs. Annual MPI audit and Containment Standards maintained. Inductions (staff and contractors). Monitor competency of staff and contractors. Two keeper system in place. Board and SMT site reviews.	CE & Board	Board, SMT
Infectious diseases	-1	6	5	Health & Safety Management Plan, EPA/MPI policies, Infectious Diseases Policy, veterinary protocols and pre-import screenings.	CE & Board	Board GMAC&S, GMSAS
Attraction and retention of quality staff	-1	6	5	Recruitment and induction processes. Learning and Development strategy. Career progression initiatives. Remuneration Policy. Engagement through shared values.	CE & Board	Board CFO
Reputation falters	-1	6	5	Communications protocols to communicate with key stakeholders, media and community in event of reputational risk. Strong relationship management with partners and stakeholders, eg DOC, MPI, WCC. Mitigations in place to avoid this happening include: Animal Welfare Accreditation, Euthanasia Policy, Code of Conduct, Media Relations Policy, Use of Electronic Media Policy, Disciplinary Policy, H&S Policy.	CE & Board	Board, SMT
Loss of business due to extreme or prolonged inclement weather	0	5	5	In the event of an extreme weather event that results in a prolonged impact on our business, tactical marketing and pricing will be put into effect. Aspects of the planned recovery from such an extreme one-off event are also covered in the Business Continuity Plan. Review budgets, reduce spending and investigate new revenue raising initiatives.	CE & Board	Board GMBP GMCEC
Loss of business due to economic downturn	-1	5	4	As part of the annual planning process the economic climate is evaluated and reviewed. In the event of an unexpected sharp economic downturn tactical marketing and pricing will be put into effect and tempered by prudent financial management.	CE & Board	CE Board

Risk Identification	Probability	Impact	Risk Value	Risk Mitigation	Accountability	Responsibility
Inability to source and import animals	-1	5	4	Zoo Species Plan that is continually updated. Animal Science Manager position that is responsible for sourcing animals. ZAA and WAZA members and have relationships with other zoos around the world to source animals through programmes such as ASMP.	CE & Board	Board GMAC&S
Withdrawal or significant reduction of support or unfunded compliance costs from WCC	-2	4	2	Statement of Intent, Contract for Services, relationship plans where appropriate and regular meetings with key contacts at WCC such as The Mayor, Deputy Mayor, Portfolio leaders, Councillors, Chief Executive and ELT, Presentations at relevant Committee meetings, inclusion of WCC partners at all events, regular reporting on Zoo-based activities, relationships developed between relevant officers across WCC and related Zoo portfolios managers.	CE & Board	CE Board
Animal welfare compromised	-3	5	2	Through ZAA Accreditation the Zoo's animal welfare state is evaluated. Husbandry Manuals which are regularly reviewed and updated ensure that all animal needs are met. Staff attending national and international conferences as part of development policies ensure their knowledge stays current. Governed by WZT Animal Welfare Committee.	CE & Board	Board GMAC&S
Project design, development and delivery risk	-3	5	2	Project management process as agreed with the Board. Following procurement processes for engaging Consultants and Contractors. Regular progress meetings to maintain projects on time and within budget. Regular reporting to the Board on capital and renewals projects.	CE & Board	Board GMSAS
Utilities infrastructure loss and failure	-1	3	2	Business Continuity Plan, WCC Business Continuity Plan. Minor Works programme ensure maintenance up to date. Connection to WCC systems where appropriate to utilise WCC backup systems.	CE & Board	Board, SMT
Inappropriate procurement processes followed	-3	4	1	Delegations Policy. Register of Interests. Delegations for approvals. Board approval process for capital procurement and WCC signoff for Capital Procurement for major capital projects.	CE & Board	Board CFO
Fraud and theft	-2	3	1	CCTV at front entrance which is monitored weekly by SMT members and also monitored by Sales and Services Manager. Code of Conduct. Financial management procedures. Daily banking checks by Corporate Services Manager with written procedures for following up variances. Annual audit by Audit NZ. Pre-employment criminal checks.	CE & Board	Board GMBP/CFO
Security breach/vandalism	-2	3	1	CCTV system and security alarms in all our buildings and where applicable in animal areas. Weekly perimeter checks. Maintenance of perimeter fence. Routine nightly security checks. After hours doors and security gate monitoring.	CE & Board	Board GMSAS







## Risk Analysis Scale

### Risk Analysis Scale

Score	Probability that the Event will Occur
1	Almost Certain and / or could occur frequently
0	Very likely to occur and / or could occur more than once
-1	Moderately likely to occur and / or could occur at least once
-2	Unlikely to occur and / or might occur once
-3	Very unlikely to occur

Score	Level of Impact of the Event Occurring
7	Catastrophic Damage value greater than 50% of the project value, or Major delay to the project completion, or Major impact on this and other business opportunities
6	Very High Impact Damage value about 20% - 50% of the project value, or Significant delay to project completion, or Significant impact on this and other business opportunities
5	Major Damage value about 5% - 20% of the project value, or Project completion affected, or Some impact on this or other business opportunities
4	Minor Damage value less than 5% of the project value, or Project completion not impacted (although a phase of the project may be), or This business opportunity could be impacted
3	Negligible Damage value covered by contingency, any delays barely noticeable and client unaffected
2	Minimal

These two scores are added together to give a "Risk Value". This will be in the range zero to eight.

-  All risks with a Risk Value of 5 - 8 must have a mitigation plan developed and agreed with the Board.
-  All risks with a Risk Value of 3 or 4 shall have a mitigation plan so they can be managed by SMT.
-  All risks with a Risk Value of 0 - 2 can just be recorded and accepted as such until such time as they produce a higher score.
-  Any risk that has a Probability Value of one (1) or an Impact Value of five (5) or more must still have a mitigation plan even if the overall Risk Value is less than five.



## **7. ADDITIONAL INFORMATION**

**a) Response to other specific Letter of Expectation matters (if applicable)**

Not applicable.

**b) Ratio of shareholders' funds to total assets**

Please refer to the Balance Sheet and Accounting Policies included.

**c) Estimate of amount intended for distribution**

Wellington Zoo Trust does not make a distribution to the Settlor.

**d) Acquisition procedures**

The Trustees currently have no intention of subscribing for, purchasing or otherwise acquiring shares in any other company or other organisation.

**e) Activities for which the Board seeks compensation from a Local Authority**

The Board acknowledges the **\$3,405,921** for 2019-2020 operational funding in the Long Term Plan.

The Board acknowledges the **\$882,458** included currently in the Long Term Plan for Zoo Asset renewals for 2019-20. However, we note that in the full cost of the Zoo measure calculated by WCC, depreciation for the Zoo asset is running at \$1.5m pa. This is considerably more than the renewals funding we receive. We have been discussing this issue with Officers during 2017-18 in time for LTP decisions. We believe that uplift in renewals would enable the Trust to better maintain the Zoo asset and would reduce the need for large capital investment in the coming 20 years (excluding the projects already indicated).

**f) Estimate of commercial value of shareholders investment**

Not applicable.

**g) Other matters (if applicable), eg water supply services LGA requirements**

Not applicable.

**h) Supplementary information the entity wishes to include**

Not applicable.

## 8. ACCOUNTING POLICIES

### Reporting Entity

The Wellington Zoo Trust (the Trust) is a charitable trust registered under the Charitable Trusts Act 1957 domiciled in New Zealand and is also a council-controlled organisation as defined under Section 6, Part 1 of the Local Government Act 2002, by virtue of the Council's right to appoint the Board of Trustees. The Trust was established on 1 July 2003 by the Wellington City Council.

The financial statements have been prepared in accordance with the requirements of the Charitable Trusts Act 1957 and section 69 of the Local Government Act 2002.

The Trust is reliant on the Wellington City Council (the Council) for the majority of its income and operates under a Contract for Services with the Council. The Contract for Services was negotiated for a period of five years to 30 June 2021. Ongoing funding for the Trust has been approved in the 2018/2028 Long Term Plan.

The primary objective of the Trust is to manage, administer, plan, develop, maintain, operate and promote the Wellington Zoo for the benefits of the inhabitants of Wellington and as an attraction to visitors to Wellington, not to make a financial return. Accordingly, the Trust has designated itself as a public benefit entity for the purposes of New Zealand PBE IPSAS.

Under this framework, the Trust is eligible to apply the reduced disclosure regime (Tier 2 entity) of the Public Benefit Entity Accounting Standards.

The reporting period for these forecast financial statements is for the year ended 30 June 2020.

### Statement of Compliance

The financial statements have been prepared in accordance with generally accepted New Zealand accounting practice. They comply with New Zealand equivalents to PBE IPSAS and other applicable Financial Reporting Standards, as appropriate for Tier 2 public benefit entities.

### Measurement Base

The measurement base applied is historical cost. The accrual basis of accounting has been used.

### Functional and Presentation Currency

These financial statements are presented in New Zealand dollars rounded to the nearest thousand, unless otherwise stated. As a result of rounding there may be slight discrepancies in subtotals.

### Significant Accounting Policies

#### Critical Accounting Estimates and Assumptions

In preparing these financial statements, the Trust has made estimates and assumptions concerning the future. The Trust has assessed the financial records and there are no significant critical accounting estimates. These estimates and assumptions may differ from the subsequent actual results. Estimates and assumptions are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

### **Grants**

Grants received from the Wellington City Council are the primary source of funding to the Trust and are restricted for the purposes of the Trust meeting its objectives as specified in the Trust Deed. The Trust also receives other assistance for specific purposes, and these grants usually contain restrictions on their use.

Grants are recognised as revenue when they become receivable unless there is an obligation to return the funds if the conditions of the grant are not met. If there is such an obligation the grants are initially recorded as grants received in advance, and recognised as revenue when the conditions of the grant are satisfied.

### **Revenue**

Revenue comprises revenue from operating activities, investment revenue, grants and donations and other revenue and is measured at the fair value of consideration received or receivable.

Revenue may be derived from either exchange or non-exchange transactions.

Most of the services that the Trust provides for a fee are subsidised by grants therefore do not constitute an approximately equal exchange. Accordingly, most of the Trust's revenue is categorised as non-exchange.

### **Donated, Subsidised or Vested Assets**

Where a physical asset is acquired for nil or nominal consideration, the fair value of the asset received is recognised as revenue. Such revenue is recognised when control over the asset is obtained.

### **Interest**

Interest revenue is recognised using the effective interest rate method.

### **Volunteer Services Recognition**

The Trust benefits from the service of dedicated volunteers in the delivery of its activities. Due to the difficulty in determining the value of these donated services with sufficient reliability, donated services are not recognised in these financial statements.

### **Taxation**

The Trust is registered as a Charitable Trust and is exempt from income tax under the Income Tax Act 2007. The Trust is not exempt from indirect tax legislation such as Goods and Services Tax and accordingly is required to comply with these regulations.

### **Goods and Services Tax (GST)**

All items in the financial statements are exclusive of GST, with the exception of receivables and payables, which are stated as GST inclusive. Where GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

### **Debtors and Other Receivables**

Debtor and other receivables are initially measured at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for impairment.

### **Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of less than three months.

### **Investments**

Term deposits are initially measured at the amount invested.

### **Creditors and Other Payables**

Creditors and other payables are initially measured at fair value and subsequently measured at amortised cost using the effective interest method.

### **Inventory**

Inventories are recorded at the lower of cost (determined on a first-in first-out basis) or net realisable value. This valuation includes allowances for slow moving and obsolete stock. Net realisable value is the estimated selling price in the ordinary course of business, less applicable variable selling expenses.

### **Property, Plant and Equipment**

#### **Recognition**

Property, plant and equipment consist primarily of operational assets. Expenditure is capitalised when it creates a new asset or increases the economic benefits over the total life of an existing asset. Costs that do not meet criteria for capitalisation are expensed.

The Trust also manages the construction and development of buildings, structures and habitats on behalf of the Council. These assets are not recorded in the Trust's financial statements as ownership vests in the Council.

#### **Measurement**

Property, plant and equipment are valued at historical cost less accumulated depreciation and impairment losses.

The initial cost of property, plant and equipment includes the purchase consideration, and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential is capitalised.

#### **Impairment**

The carrying amounts of property, plant and equipment are reviewed at least annually to determine if there is any indication of impairment. Where an asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use.

#### **Disposal**

Realised gains and losses arising from the disposal of property, plant and equipment are recognised in the Statement of Comprehensive Revenue and Expense in the period in which the transaction occurs.

#### **Depreciation**

Depreciation is provided on all assets owned by the Trust excluding assets under construction (work in progress).

Depreciation is calculated on a straight line basis, to allocate the cost or value of the asset (less any residual value) over its useful life. The estimated useful lives of the assets are as follows:



### **Plant**

Audio Visual Equipment	3 years
Projector	5 years
Shade Sail	10 years
Hospital Equipment	10 years
Garden Furniture	10 years
Living Room Furniture	15 years
Endoscope	8 years

### **Furniture and Equipment**

Composter	10 years
CCTV	3 years
Incubators	12.5 years

### **Work in Progress**

The cost of projects within work in progress is transferred to the relevant asset class when the project is completed and then depreciated.

### **Employee Benefits**

A provision for employee benefits (holiday leave, long service leave, and retirement gratuities) is recognised as a liability when benefits are earned but not paid. The Trust recognises a liability and an expense for a one-off payment where contractually obliged or where there is a past practice that has created a constructive obligation.

### **Short Term Employee Benefits**

Holiday leave (annual leave and time off in lieu) is calculated on an actual entitlement basis at the greater of the average or current hourly earnings in accordance with sections 16(2) & 16(4) of the Holidays Act 2003.

### **Other Contractual Entitlements**

Other contractual entitlements include termination benefits. Termination benefits are recognised in the Statement of Financial Performance only when there is a demonstrable commitment to terminate employment. Termination benefits settled within 12 months are reported at the amount expected to be paid, otherwise they are reported as the present value of the estimated future cash outflows.

### **Provisions**

The Trust recognises a provision for future expenditure of uncertain amount or timing when there is a present obligation (either legal or constructive) as a result of a past event, it is probable that expenditures will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

Provisions are not recognised for future operating losses. Provisions are measured at the present value of the expenditures expected to be required to settle the obligation using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the obligation. The increase in the provision due to the passage of time is recognised as a finance cost.

### **Revenue in Advance**

The Trust has received non-exchange funds for specific purposes with conditions that would require the return of the monies if the Trust is not able to fulfil the agreement. The revenue from these agreements will only be recognised as the conditions are fulfilled over time.

The Trust has received non-exchange funds which apply to periods beyond the current year with conditions that would require the return of the monies if the Trust is not able to fulfil the obligation.

#### **Contingent Assets and Liabilities**

Contingent liabilities and contingent assets are disclosed in the notes to the financial statements. Contingent liabilities are disclosed if the possibility that they will crystallise is not remote. Contingent assets are disclosed if it is probable that the benefits will be realised.

#### **Animals**

In accordance with customary practice among Zoological organisations, animals are not recorded as there is no objective basis for establishing value. Additionally, animals have numerous attributes, including species, age, sex, relationship and value to other animals, endangered status and breeding potential whereby it is impracticable to assign value. Expenditure related to animal acquisitions is expensed in the period of acquisition.

#### **Equity**

Equity is the residual interest in the Trust and is measured as the difference between total assets and total liabilities. The components of equity are accumulated surpluses and deficits and restricted funds (special funds, trusts and bequests).

Restricted funds are those reserves that are subject to specific conditions of use whether under statute or accepted as binding by the Trust because of the specific reason for which the funds were provided.

Transfers from these reserves may be made only for specified purposes or when certain specified conditions are met.

#### **Statement of Cash Flows**

The statement of cash flows is prepared using the direct approach. Operating activities include cash received from all revenue sources of the Trust and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets. Financing activities relate to transactions that change the equity and debt capital structure of the Trust.

#### **Related Parties**

Related parties arise where one entity has the ability to affect the financial and operating policies of another through the presence of control or significant influence. Related parties include Wellington City Council, key management personnel and the governing body (Trust Board).

Trustees' remuneration is any money, consideration or benefit received receivable or otherwise made available, directly or indirectly, to a trustee during the reporting period. The disclosures for the Trust include the remuneration of the Trustee board as they occupy the position of a member of the governing body of the Trust.

#### **Changes to Accounting Policies**

There have been no changes in accounting policies this year.

## 9. FORECAST FINANCIAL STATEMENTS

CCO: Wellington Zoo Trust Business Plan 2019/20		SNZ000's						
Estimate 30-Jun-19	EARNINGS STATEMENT	Qtr to 30-Sep-19	Qtr to 31-Dec-19	Qtr to 31-Mar-20	Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
	<b>Revenue</b>							
3914	Trading Income	959	1249	1101	970	4,279	4,561	4,731
3320	WCC Grants	851	852	851	852	3,406	3,494	3,596
84	Other Grants	21	21	21	21	84	84	84
225	Sponsorships and Donations-Operational	57	56	56	56	225	240	240
12	Sponsorships and Donations-Capital					0	-	0
55	Investment Income	10	10	10	10	40	35	35
116	Other Income	85	85	85	85	340	135	135
7,726	<b>Total Revenue</b>	1,983	2,273	2,124	1,994	8,374	8,549	8,821
	<b>Expenditure</b>							
5,318	Employee Costs	1,499	1,499	1,499	1,501	5,998	6,148	6,301
2,390	Other Operating Expenses	588	613	574	595	2,370	2,400	2,520
6	Depreciation	2	2	1	1	6	1	0
0	Interest	0	0	0	0	0	0	0
803	Vested Assets					0	0	0
8,517	<b>Total Expenditure</b>	2,089	2,114	2,074	2,097	8,374	8,549	8,821
(791)	<b>Net Surplus/(Deficit) before Taxation</b>	(106)	159	50	(103)	0	0	0
0	Taxation Expense					0	0	0
0	<b>Operating Surplus (Deficit)</b>	(106)	159	50	(103)	0	0	0
(791)	<b>Net Surplus/(Deficit)</b>	(106)	159	50	(103)	0	0	0
0.0%	<b>Operating Margin</b>	-5.3%	7.0%	2.4%	-5.2%	0.0%	0.0%	0.0%

Estimate 30-Jun-19	STATEMENT OF FINANCIAL POSITION	As at 30-Sep-19	As at 31-Dec-19	As at 31-Mar-20	As at 30-Jun-20		As at 30-Jun-21	As at 30-Jun-22
	<b>Shareholder/Trust Funds</b>							
0	Share Capital/Settled Funds	0	0	0	0		0	0
0	Revaluation Reserves	0	0	0	0		0	0
1,698	Restricted Funds	907	907	907	907		907	907
351	Retained Earnings	245	404	454	351		351	351
2,049	<b>Total Shareholder/Trust Funds</b>	1,152	1,311	1,361	1,258		1,258	1,258
	<b>Current Assets</b>							
2,883	Cash and Bank	2,778	2,087	2,928	1,974		1,973	1,993
350	Accounts Receivable	300	80	80	130		60	60
97	Other Current Assets	100	100	100	100		100	100
3,330	<b>Total Current Assets</b>	3,178	2,267	3,108	2,204		2,133	2,153
	<b>Investments</b>							
0	Deposits on Call	0	0	0	0		0	0
0	Other Investments	0	0	0	0		0	0
0	<b>Total Investments</b>	0	0	0	0		0	0
	<b>Non-Current Assets</b>							
7	Fixed Assets	5	3	2	1		0	0
0	Other Non-current Assets	0	0	0	0		0	0
7	<b>Total Non-current Assets</b>	5	3	2	1		0	0
3,337	<b>Total Assets</b>	3,183	2,270	3,110	2,205		2,133	2,153
	<b>Current Liabilities</b>							
700	Accounts Payable and Accruals	831	449	499	547		575	575
	Provisions						0	0
588	Other Current Liabilities	1,200	510	1,250	400		300	320
1,288	<b>Total Current Liabilities</b>	2,031	959	1,749	947		875	895
	<b>Non-Current Liabilities</b>							
0	Loans - WCC	0	0	0	0		0	0
0	Loans - Other	0	0	0	0		0	0
0	Other Non-Current Liabilities	0	0	0	0		0	0
0	<b>Total Non-Current Liabilities</b>	0	0	0	0		0	0
2,049	<b>Net Assets</b>	1,152	1,311	1,361	1,258		1,258	1,258
2.6	<b>Current Ratio</b>	1.6	2.4	2	2.3		2	2.4
61.4%	<b>Equity Ratio</b>	36.2%	57.8%	43.8%	57.1%		59.0%	58.4%



Estimate 30-Jun-19	STATEMENT OF CASH FLOWS	Qtr to 30-Sep-19	Qtr to 31-Dec-19	Qtr to 31-Mar-20	Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
	<b>Cash provided from:</b>							
3,914	Trading Receipts	959	1,249	1,101	970	4,279	4,561	4,731
3,320	WCC Grants	1641	0	1641	0	3,282	3,494	3,596
84	Other Grants	21	21	21	21	84	82	82
237	Sponsorships and Donations	57	56	56	56	225	240	240
55	Investment Income	10	10	10	10	40	35	35
116	Other Income	85	85	85	85	340	135	135
7,726		2,773	1,421	2,914	1,142	8,250	8,547	8,819
	<b>Cash applied to:</b>							
5,318	Payments to Employees	1,499	1,499	1,499	1,501	5,998	6,148	6,301
2,390	Payments to Suppliers	588	613	574	595	2,370	2,400	2,498
	Net GST Cashflow					0	0	0
803	Other Operating Costs (VESTING)			0	0	0	0	0
	Interest Paid	0				0	0	0
8,511		2,087	2,112	2,073	2,096	8,368	8,548	8,799
(785)	<b>Total Operating Cash Flow</b>	686	(691)	841	(954)	(118)	(1)	20
	<b>Investing Cash Flow</b>							
	<b>Cash provided from:</b>							
	Sale of Fixed Assets					0	0	0
	Other					0	0	0
0		0	0	0	0	0	0	0
	<b>Cash applied to:</b>							
0	Purchase of Fixed Assets					0	0	0
	Other -vesting Cash for Capital Projects	791			0	791	0	0
0		791	0	0	0	791	0	0
0	<b>Total Investing Cash Flow</b>	(791)	0	0	0	(791)	0	0

Estimate 30-Jun-19	STATEMENT OF CASH FLOWS (CONT)	Qtr to 30-Sep-19	Qtr to 31-Dec-19	Qtr to 31-Mar-20	Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
	<b>Financing Cash Flow</b>							
	<i>Cash provided from:</i>							
	Drawdown of Loans					0	0	0
	Other					0	0	0
0		0	0	0	0	0	0	0
	<i>Cash applied to:</i>							
	Repayment of Loans					0	0	0
	Other					0	0	0
0		0	0	0	0	0	0	0
0	<b>Total Financing Cash Flow</b>	0	0	0	0	0	0	0
(785)	<b>Net Increase/(Decrease) in Cash Held</b>	(105)	(691)	841	(954)	(909)	(1)	20
3,668	<b>Opening Cash Equivalents</b>	2,883	2,778	2,087	2,928	2,883	1,974	1,973
2,883	<b>Closing Cash Equivalents</b>	2,778	2,087	2,928	1,974	1,974	1,973	1,993

Estimate 30-Jun-19	CASH FLOW RECONCILIATION	Qtr to 30-Sep-19	Qtr to 31-Dec-19	Qtr to 31-Mar-20	Qtr to 30-Jun-20	Total YE 30-Jun-20	Total YE 30-Jun-21	Total YE 30-Jun-22
(791)	<b>Operating Surplus/(Deficit) for the Year</b>	(106)	159	50	(103)	0	0	0
	<i>Add Non Cash Items</i>							
6	Depreciation	2	2	1	1	6	1	0
	Other (Gifted Hospital Assets)		0		0	0	0	
(785)		(104)	161	51	(102)	6	1	0
	<b>Movements in Working Capital</b>							
	(Increase)/Decrease in Receivables	50	220	0	(50)	220	70	0
	(Increase)/Decrease in Other Current Assets	(3)	0	0	0	(3)	0	0
	Increase/(Decrease) in Accounts Payable	131	(382)	50	48	(153)	28	0
	Increase/(Decrease) in Other Current Liabilities	612	(690)	740	(850)	(188)	(100)	20
0		790	(852)	790	(852)	(124)	(2)	20
	<b>Net Gain/(Loss) on Sale:</b>							
	Fixed Assets	0				0		
	Investments	0				0		
0		0	0	0	0	0	0	0
(785)	<b>Net Cash Flow from Operations</b>	686	(691)	841	(954)	(118)	(1)	20



**Craig Ellison**  
Board Chair, Wellington Zoo Trust